

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1409818-000

Total Deleted Page(s) = 129

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FBI

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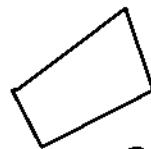
Teletype
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PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 4/7/94b6
b7C

46828

FM FBI MEMPHIS (164A-ME-NEWT) (P)

TO DIRECTOR FBI/IMMEDIATE/

FBI SAN DIEGO/IMMEDIATE/

FBI LOS ANGELES/IMMEDIATE/

BT

UNCLAS E F T O

CITE: //3440//

b6
b7CSUBJECT: - SUBJECT; CRIME ABOARD

AIRCRAFT - ASSAULT ON FLIGHT CREW; OO: ME.

RE TELCALL ON 4/7/94 BETWEEN SA AND SAN
 DIEGO SSA AND TELCALL BETWEEN SA
 AND SA LOS ANGELES.

b6
b7C

ON 4/7/94 AT APPROXIMATELY 3:16 PM, CAPTIONED SUBJECT
 ATTACKED THE CREW OF A FEDERAL EXPRESS DC10. THE AIRCRAFT WAS
 EN ROUTE TO SAN JOSE AND IN THE AIR AFTER TAKING OFF FROM
 MEMPHIS INTERNATIONAL AIRPORT. APPROXIMATELY 40 MILES OUTSIDE

b6
b7CApproved: Original filename:

Time Received: _____ Telprep filename: _____

MRI/JULIAN DATE: 152/098 ISN: 005FOX DATE & TIME OF ACCEPTANCE: 0238 April 8, 1994SEARCHED MANUAL SEARCHED SERIALIZED INDEXED FILED

46828

^PAGE 2 DE ME (164A-ME-NEW) UNCLAS E F T O

OF MEMPHIS, TENNESSEE, SUBJECT, [REDACTED]

ATTACKED AND INJURED THREE CREW MEMBERS BEFORE BEING SUBDUED

BY THE CREW. [REDACTED] IS DESCRIBED AS A [REDACTED] MALE, [REDACTED]

[REDACTED] SSAN [REDACTED] RESIDENCE UNKNOWN, ADDRESS LISTED

MEMPHIS, TENNESSEE. [REDACTED]

[REDACTED] WAS

OCCUPYING THE JUMP SEAT ON FEDERAL EXPRESS FLIGHT 705 PRIOR TO
ATTACKING CREW MEMBERS AND WAS NOT A MEMBER OF THE FLIGHT
CREW. THE MOTIVE FOR THE ATTACK HAS NOT YET BEEN DETERMINED.

[REDACTED] WAS IN POSSESSION OF A SPEAR GUN AND UTILIZED A
HAMMER IN THE ATTACK ON CREW MEMBERS. AFTER [REDACTED] WAS
SUBDUED, THE PLANE RETURNED TO MEMPHIS INTERNATIONAL AIRPORT.
THE THREE CREW MEMBERS AND THE SUBJECT WERE TAKEN TO THE
REGIONAL MEDICAL CENTER, MEMPHIS, TENNESSEE, WHERE THE SUBJECT
AND TWO CREW MEMBERS WERE LISTED IN CRITICAL CONDITION AND THE
THIRD CREW MEMBER WAS LISTED IN A NON-CRITICAL CONDITION.

ATTEMPTS WILL BE MADE TO INTERVIEW CREW MEMBERS AND
SUBJECT WHEN MEDICALLY APPROPRIATE.

^PAGE 3 DE ME (164A-ME-NEW) UNCLAS E F T O

MEMPHIS POLICE DEPARTMENT AND FBI AGENTS CONDUCTED A CRIME SCENE EXAMINATION ON CAPTIONED DC10 AIRCRAFT FOLLOWING ITS RETURN TO MEMPHIS INTERNATIONAL AIRPORT.

IT IS NOTED [REDACTED]

b6
b7c

[REDACTED]
AS AN EMERGENCY CONTACT.

SAN DIEGO DIVISION AT SAN DIEGO, CALIFORNIA. CONTACT [REDACTED] AND CONDUCT APPROPRIATE INVESTIGATION.

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b7c

LOS ANGELES DIVISION AT RIVERSIDE, CALIFORNIA. CONTACT [REDACTED]

SUBJECT, AT TELEPHONE NUMBER [REDACTED]

AND [REDACTED]

CONDUCT APPROPRIATE INVESTIGATION.

BT



FBI FACSIMILE COVERSHEET

PRECEDENCE

Immediate
 Priority
 Routine

CLASSIFICATION

Top Secret
 Secret
 Confidential
 Sensitive
 Unclassified

Time Transmitted: _____

Sender's Initials: _____

Number of Pages: _____
 (Including Cover Page)To: SIOC, FBI HQ
 (Name of Office)Date: 4/7/94b6
b7cFacsimile Number: 202-324-6790Attn: From: FBI, Memphis, TN
 (Name of Office)Subject: Crime Aboard Aircraft

Special Handling Instructions: _____

b6
b7cOriginator's Name: SA Telephone: 901/525-7373Originator's Facsimile Number: 901/575-9621Approved:

FBI/DOJ



INFORMATION COMMUNICATION

Date: 04/08/94

FROM: [REDACTED] (P)

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b7C

CONTACT: [REDACTED]

TO: SAC, MEMPHIS
SQUAD 4
ATTN: SA [REDACTED]

TITLE: [REDACTED] SUBJECT;
CRIME ABOARD AIRCRAFT;
OO: ME

PURPOSE(S): Provide information to file.

DETAILS: On the morning of 4/8/94, writer received a call from [REDACTED]
BEE MINI STORAGE, 5750 Mt. Moriah Rd. [REDACTED] informed writer that [REDACTED]

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At approximately 11:30am, 4/7/94, [REDACTED] observed [REDACTED]

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Tigers thing" and [REDACTED] advised [REDACTED] acted very upset about the "Flying
should anything happen to him. [REDACTED]

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b7C

[REDACTED] had written down an invalid zip code on the
address card.

[REDACTED] may be contacted at his place of business, phone number [REDACTED]

b6
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1 - File # 164A-ME-46828
1 - Working Copy

(2)

SEARCHED [REDACTED]
INDEXED [REDACTED]
SERIALIZED [REDACTED]
FILED [REDACTED]

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164A-ME-46828-2

164A-ME-46828-3

SEARCHED	INDEXED
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APR 11 1994	
FBI - MEMPHIS	

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164A-ME-46828 - 4

SEARCHED	INDEXED	FILED	
SERIALIZED			
APR 11 1994			
FBI - MEMPHIS			

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PRESS RELEASE

ROBERT P. WRIGHT, Special Agent in Charge, Memphis FBI, provided the following information concerning today's hijacking of a Federal Express cargo flight from Memphis to San Jose, California. The DC 10 Federal Express plane with a crew of three departed Memphis at 3:16 p.m. and approximately 40 miles out of Memphis an incident occurred on the aircraft in which a Federal Express employee who was riding in the jump seat of the plane attacked the crew. Memphis International Airport was notified at 3:47 p.m. that the attack had occurred, the pilot was injured, and the subject had been subdued by the crew. The plane arrived back at Memphis at 3:57 p.m. and the subject and the three crew members were taken to the MED Center, Memphis.

FBI initial investigation indicates that the crew members were attacked with a hammer and possibly a spear gun. All the crew members and the subject were injured during the incident on the aircraft. Identification of all these individuals is being withheld pending charges and notification of family members.

The aircraft is still at Memphis International Airport, has been secured, and is being examined by Memphis Police Crime Scene investigators and FBI Agents. The subject will be charged with a violation of Title 18, Section 32(a)(5), destruction of aircraft or aircraft facilities.

[Redacted]
1 - Each Supervisor
1 - Each Media Outlet
1 - 80-253
1 - 164A-ME-46828

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164A-ME-46828-5

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FBI - MEMPHIS	

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(Indicate page, name of A-1
newspaper, city and state.)THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 4/8/94
Edition: Daily

Title.

Character:

or

Classification:
Submitting Office

164A-ME-46828

Indexing:

FedEx crew beats attacker, lands jet

By Richard Gardner

Pilot David Sanders arrives at the Regional Medical Center at Memphis trauma unit as first officer James Tucker is wheeled inside. Second officer Andre Peterson also was injured.

(See photo next page)

164A-ME-46828

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(Indicate page, name of newspaper, city and state)
A-1, A-6THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 4/8/94
Edition Daily

Title

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing



By Dave Darnell

Emergency crews and police surround a FedEx DC10 that returned to Memphis Thursday after an employee attacked crew members. The landing was "magnificent," said airport chief Larry Cox.

164A-ME-46828-
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Suspected assailant had troubles at work

Near firing, say some co-workers

By Dave Hirschman
The Commercial Appeal

Auburn Calloway's turbulent career in the airline industry may have been close to the end — and he knew it

Calloway, 42, was scheduled to meet today with superiors in a disciplinary hearing and faced possible termination for falsifying information in his job application, said Federal Express employees with knowledge of the case

He had been released from Flying Tigers before the international air cargo company merged with Federal Express in 1989, according to former em-

ployees there.

"He had been a problem child from the get-go," said one pilot who worked with Calloway at both carriers. He said he saw Calloway show up late and out of uniform for scheduled flights. "He worked at Federal Express for five years, but he was in deep trouble and wouldn't have been there much longer."

Federal Express spokesman Tom Martin confirmed late Thursday night that Calloway was scheduled to meet with superiors today. Martin declined to discuss specifics of the meeting.

Fellow fliers and other co-

Please see **ATTACK**, Page A6

■ Calm professionals prevail **A7**

From Page A1

Attack

workers offered their impressions of Calloway Thursday night, hours after he was believed to have attacked three crewmen as they flew a DC10 from Memphis to San Jose, Calif. They spoke on the condition that they not be identified because company policy discourages employees from talking with the media.

Calloway flew jets in the Navy before embarking on an airline career in the 1980s, people who worked with him said. He was hired at Flying Tigers but was not allowed to remain after his probationary period ended. Details about why his employment ended at the company formerly based in Los Angeles were unavailable.

After signing on with FedEx about the time the two companies merged, Calloway apparently never told officials at the Memphis company he had been dismissed from his previous airline job, said pilots who knew Calloway.

After the two air cargo companies joined forces in 1989, former Flying Tigers pilots said they were surprised to find Calloway at work for the Memphis-based airline.

No one took action, however, until recently when a former Flying Tiger manager told a FedEx official about Calloway. Company officials began checking into his records and apparently found discrepancies about his military career and previous work experience.

"There's not much that will get you fired at Federal Express — but falsifying records definitely will," a company pilot said.

A FedEx manager said Calloway would not have been hired if the company had known that he had been dismissed from another airline. The hearing scheduled for today would have addressed the company's accusations that Calloway made false

statements in his resume and other job application information.

News that Calloway was responsible for the attack surprised some FedEx employees who knew him.

"I always thought he was a decent guy and a hard, energetic worker," said one employee who knew Calloway.

"He was passionate about his beliefs."

Another FedEx employee familiar with Calloway's situation said he was convinced that Calloway knew his career was over.

"He clearly anticipated losing his job and his career as an airline pilot was over," the pilot said.

(Indicate page, name of newspaper, city and state) A-6

THE COMMERCIAL APPEAL
Memphis, TennesseeDate 4/8/94
Edition Daily

(Mount Clipping in Space Below)

Title

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing



By Richard Gardner

The handcuffed suspect in the hammer attack, Auburn Calloway, 42, was in critical condition at The Med. He will be charged today with federal violations, possibly air piracy, in U.S. District Court.

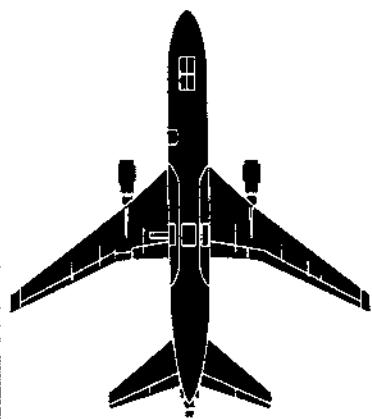
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FBI DOJ

McDonnell Douglas DC10

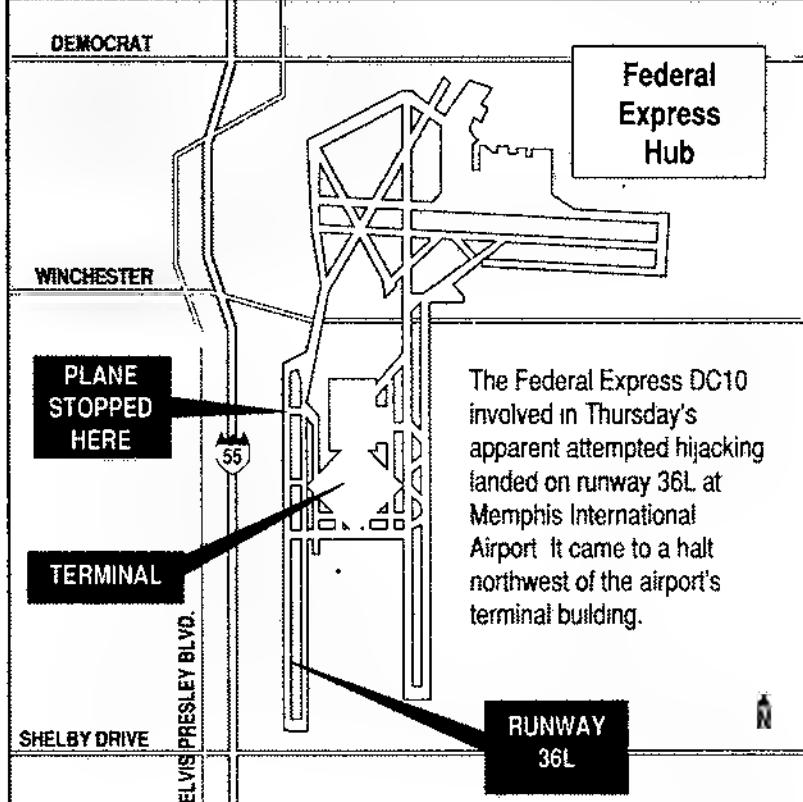
The Federal Express airplane involved in Thursday's apparent attempted hijacking is a McDonnell Douglas DC10. The DC10 and the Boeing 727 are the workhorses of the Federal Express domestic fleet.



Crew: Three
Wingspan: 165 feet
Length: 182 feet
Maximum range: About 7,000 miles

Staff graphic

Memphis International Airport



By Colin Rutherford

(Mount Clipping in Space Below)

Security tight for arrival of wounded

By Laura Coleman
The Commercial Appeal

Four injured people arriving at the Elvis Presley Trauma Center around the same time isn't all that unusual, but a cadre of FBI agents and corporate types accompanying them is. So the scene at the Regional Medical Center at Memphis Thursday afternoon and night was unusually hectic.

By late Thursday night, most of the hubbub had subsided. Families of the injured were together, far away and shielded from the media. Trauma center staffers had time to take cigarette breaks outside the building.

Within an hour of the 3:45 p.m. incident in the air, ambulances carrying the three crew members and the man authorities say attacked the crew had arrived. One, which arrived at The Med at 4:26 p.m., carried second officer Andre Peterson. The second, arriving at 4:38 p.m., brought pilot David Sanders and first officer James Tucker. Sanders, his head bandaged, was able to walk out of the ambulance. Tucker, with a gauze bandage wrapped around his head and his body bloody, appeared unconscious as he was wheeled into the trauma center.

At 4:46 p.m., Auburn Calloway, the Federal Express employee believed to have attacked the crew, was wheeled in, his bare chest bloody. Paramedics held a breathing apparatus over his mouth and also intravenous bags as they rushed him inside. On his wrists were handcuffs. Riding in the front seat of the ambulance carrying Calloway was an unidentified FBI agent.

About an hour later, families of the injured started to arrive. By late Thursday, relatives of all but Calloway were at the hospital, being tended to by Federal Express workers. Pat Casem, spokesman for The Med, said Calloway's family was out of town.

The first of the family members to arrive stopped their car in front of the hospital while a woman who later said she was one of the pilots' wives ran inside, leaving her teenage daughter in the car. The unidentified girl and her mother declined comment, saying they have been asked not to talk. Once their car was parked, the pair walked briskly into the building.

Sandra Munoz, a FedEx public relations employee, was assigned to be with the families. Several hours after the incident, Munoz said the families did not want to speak to reporters and asked that no medical information about the crew members be given out.

"They just want their privacy tonight," Munoz said. "They're doing as well as can be expected under the circumstances. Now that they've been able to see their spouses, that's helped them a great deal."

As the night went on, calls from media flooded the trauma center's communication room to the point that people making emergency calls could not get through, Casem said.

"Every media but Tass has called here tonight," one worker said.

Security was unusually tight at the trauma center, with guards stationed at the entrances and carefully watching each person entering. At one point, guards followed a reporter into a restroom.

The trauma center had a battery of physicians, nurses and other personnel ready to treat the injured, Casem said. But trauma center workers from other hospitals happened to be at The Med for a meeting, she said. "So they just pitched in and helped."

(Indicate page, name of A-7 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, Tennessee

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Edition: Daily

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Character:

or

Classification:
Submitting Office:

164A-ME-46828

Indexing:

164A-ME-46828-9

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(Indicate page, name of newspaper, city and state.)

A-1, A-6
THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 4/8/94
Edition: Daily

Title.

Character:
or 164A-ME-46828
Classification:
Submitting Office:

Indexing.

Apparent hijack try by employee leaves 4 hurt

The Commercial Appeal

The crew of a Federal Express DC10 flight leaving Memphis Thursday overpowered a hammer-wielding company employee and safely landed their plane after being bloodied in an apparent hijacking attempt.

The bizarre incident that began at Memphis International Airport with the routine 3:16 p.m. takeoff of the San Jose, Calif.-bound jet ended amid turmoil on the westernmost runway of the airport about 30 minutes later. The DC10 made an emergency landing with its chutes deployed and with police and ambulances waiting.

All four men were taken to the Regional Medical Center at Memphis. First officer James Tucker, 42, was listed in critical condition, and Andre Peterson, 39, was serious but stable. Capt. David Sanders, 49, received non-critical injuries and was treated and released. The suspect in the attack, Auburn Calloway, 42, also a FedEx pilot, was in critical condition.

Under the circumstances, "it was a magnificent landing," said Larry Cox, president of the Memphis-Shelby County Airport Authority. "They (the crew) were in pretty bad shape, covered with blood."

The attacker had a hammer, two knives and a spear gun, Cox said.

FedEx chairman and chief executive officer Frederick W. Smith, who was out of town at the time of the incident, stated that he was "shocked and saddened" at the news.

Calloway, a five-year company employee who was riding in the jumpseat of the plane, attacked the crew with a hammer and possibly other weapons, FBI officials said. He will be charged today with destruction of aircraft or aircraft facilities, and possibly air piracy, in a complaint in U.S. District Court, they said.

He could face 20 years in prison, or life in prison if one of his victims dies.

Authorities said they have not established a motive for the incident, and details remained hazy.

However, sources at FedEx, who spoke on the condition they would not be identified, said Calloway faced a disciplinary hearing today for allegedly falsifying his credentials when he was hired. The sources said the hearing likely would have resulted in Calloway's firing.

FedEx spokesman Tom Martin said the crew notified air traffic controllers shortly after takeoff that an attempt had been made by a jumpseat passenger to take control of the plane.

Please see FEDEX, Page A6

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From Page A1

Fed Ex

The plane was 40 miles west of Memphis over eastern Arkansas when the attack took place. The flight engineer was attacked first and the other crew members came to his assistance.

"They took some hits, but they pretty much beat the crap out of the guy," said a FedEx employee who asked not to be named. "Jim Tucker is a beefy guy, he's a former military guy, and if he got ahold of the person that did this, he wouldn't let go."

Differing accounts were offered concerning the weapons involved, although authorities agreed that the attacker used some type of hammer.

All FedEx jets are equipped with "crash axes," a combination hammer/pry bar used to break through metal or plexiglass in an emergency. Crash axes in DC10s are stored in the cockpit within reach of jump-seat passengers, but it is not known whether Calloway used the ax as a weapon.

A typical FedEx DC10 has

three crewmember stations and four jumpseats. Two of the jumpseats are located inside the cockpit and two immediately to the rear of the aircraft.

Company policy allows FedEx employees and airline pilots to ride in the jumpseats. Since he was a pilot, Calloway would not have been required to have his bags checked, although other passengers riding in jumpseats would have to be screened.

The issue of X-raying pilot luggage has been contentious within FedEx. The company has pushed for making the checks, while pilots have argued that since they are entrusted with costly planes they shouldn't be screened.

FedEx officials said late Thursday they have not decided whether to change their crew inspection policies.

"Search exemptions for crewmembers is an industry standard," Martin said. "It's not something unique to Federal Express. We're going to wait until the investigation is complete and see what comes out of it before we make any decisions."

Agents from the FBI took over the case because the alleged crimes occurred in midair.

Memphis police secured the area around the parked aircraft.

The airport was never closed during the incident.

Cox said the attack occurred during an airport slack period—fewer than 200 of the 1,100 daily takeoffs and landings take place between noon and 6 p.m. Two other runways remained open and no flights were delayed.

It was just another quiet afternoon inside the terminal, where there was little indication of the excitement on the runway.

"I don't think anyone even knew it was happening," said Tishia Hollerway, a sales clerk in a terminal newsstand.

Fire Department Watch Cmdr. Carolyn Lester said five ambulances were sent to the scene, along with 16 to 20 pieces of fire-fighting equipment.

"The FAA tower called in an Alert 3 which means we were anticipating a possible crash," said Lester. "We didn't know how the plane was going to come down."

This story was written by Tom Charlier from reports by Dave Hirschman, Rob Johnson, Chris Conley, Quintin Robinson, James Kingsley and Lela Garlington.

Calm, grit of bloodied crew won out over midair chaos

By Dave Hirschman
The Commercial Appeal

Even David Sanders' friends say he's not the kind of guy you'd want on your side in a street fight.

The 20-year Federal Express Corp. veteran has the quiet, thoughtful bearing of a college professor, and fellow pilots unanimously elected him chairman of the company's Flight Advisory Board several years ago.

But his calm demeanor came in handy Thursday when, bloody and battered, the 49-year-old captain landed a DC10 safely after he and his crew were attacked with a hammer by a fellow pilot Auburn Calloway. Calloway had been scheduled to appear before FedEx managers for a disciplinary hearing and possible job termination today.

"He's a very quiet, low-key kind of person," said Ron Spence, also a FedEx DC10 captain. "But he showed he's as good as any in an emergency situation."

Other pilots said the most remarkable thing about Sanders is how normal he is.

"He's an extremely level-headed sort of person," said Fred Johnson, another FedEx DC10 captain. "He's more like a college professor than a fighter—and he definitely wouldn't stand out in a crowd."

James Tucker, 42, the first officer on the flight, was critically injured subduing the attacker. Flight engineer Andre Peterson, 39, also was injured.

Tucker, a Navy veteran, is the largest and most physically imposing of the three crewmembers. Tucker, a flight instructor at FedEx who had qualified as a DC10 captain, tested other pilots in the company's DC10 simulator in Memphis.

"Everybody says nice things about people who get hurt, but he's the best person I know at Federal Express," said Kevin Gardner, a DC10 engineer who often worked with Tucker.

"He loves aviation, and personally and professionally, he's a gentle giant."

Tucker owns a two-seat antique airplane that he keeps on a grass airstrip in North

Mississippi.

He and his wife, Becky, have two children.

"He takes his son Morgan flying all the time," Gardner said. "He's a great, great guy."

The three crewmembers came together Thursday almost by accident. Another three-person crew had been scheduled to fly the DC10 on the trip to San Jose, Calif. But that crew had worked overtime, and Federal Aviation Administration regulations wouldn't allow them to fly for four more hours.

Calloway, whom FedEx officials identified as the attacker, was scheduled to be second officer with the first crew.

"What happened was tragic," said a FedEx pilot who had seen the normal Thursday schedule.

"But if there were only two other people in that cockpit, Calloway could have killed them both. And then, I'm absolutely convinced, he would have taken that plane, pointed the nose down and made a smoking crater in the ground with it."

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

A-7
THE COMMERCIAL APPEAL
Memphis, Tennessee

Date: 4/8/94
Edition:

Title:

Character:
or
Classification:
Submitting Office:
164A-ME-46828

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b6
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W4A-ME-46828-11

Memorandum



To : FILE (164A-ME-46828) (P)

Date 4/11/94

b6
b7C

Subject: [REDACTED] SUBJECT;
CAA - ASSAULT ON FLIGHT CREW
OO: MEMPHIS

The following information is being documented for future reference:

On Friday, 4/8/94, I was telephonically contacted by [REDACTED] who described herself [REDACTED]

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b7C

[REDACTED] I advised SA [REDACTED] who was at the hospital, to tell the Shelby County Deputy Sheriff's Officers who were providing guard duty [REDACTED] to use their internal requirements concerning the visitors of individuals who are hospitalized yet are in custody. I advised that the FBI would have no objection if the family were allowed to see him, especially considering the fact he was about to [REDACTED]

[REDACTED] Since the complaint had been drafted and was about to be filed, I also assumed the U. S. Marshals Service would take custody [REDACTED] following the issuance of the warrant for his arrest, probably during the afternoon of 4/8/94.

On Sunday, 4/10/94, I was contacted [REDACTED] beeper number [REDACTED] who advised she was the [REDACTED] at The Med. [REDACTED] advised since late Friday, [REDACTED] has had a number of visitors and it appeared some of these individuals may not be close family. She advised [REDACTED]

b6
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[REDACTED] She advised that the Deputy Sheriffs from Shelby

164A-ME-46828-13

SEARCHED	[REDACTED]
SERIALIZED	[REDACTED]
APR 12 1994	
FBI - MEMPHIS	

b6
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County were very uncomfortable with the number of individuals who had been given access to his room and there was no control over either the numbers or the identities of these individuals. She was further concerned these individuals had private access [redacted] [redacted] and there could be a possibility they could provide contraband to him; however, she had no information this was occurring.

b6
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I then contacted [redacted] a Shelby County Sheriff's Officer, who was [redacted] He advised me of the same concerns expressed [redacted] during our conversation. I advised [redacted] my primary consideration would be for the safety of the hospital staff and the Shelby County guards, as well as, that of the subject. I advised [redacted] to consider [redacted] and do what he felt would be appropriate. He advised he would [redacted]

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[redacted] I advised him I concurred with that.

I subsequently talked with [redacted] Shelby County Sheriff's Office, beeper number [redacted] and he advised he concurred with the above. He stated in the event the Marshals did not have any one to come [redacted] he would provide individuals to guard the room until he could be [redacted] at the hospital.

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I had several conversations with [redacted] He advised a decision had been made in his office late Friday afternoon, 4/8/94, that the warrant would not be served [redacted] until he was ready [redacted] It became obvious to me, at that time, the warrant had not yet been served and, in fact, [redacted] advised me this decision was made so the Marshals would not have to pay his hospital bill or provide guards at the hospital until he could be moved [redacted] I advised him I was going to recommend the FBI actually place [redacted] during their visits to the hospital on Sunday, 4/10/94, to attempt to interview other crew members. He advised he had no objection to the FBI doing that and then the marshals would [redacted]

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I was subsequently advised [redacted] that [redacted]

b6
b7C

restraints were placed upon him. They could not shackle him because [REDACTED] He is not yet ready for transfer [REDACTED] and perhaps would be ready to be transferred on Monday or Tuesday, 4/11/94 or 4/12/94. She expressed relief that all these family members who had unlimited access [REDACTED] would be given no access to him.

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I was then contacted [REDACTED] home telephone [REDACTED] or office [REDACTED] who stated he had been engaged [REDACTED] He requested whether or not some arrangements could be made to have some of the family members visit [REDACTED] He advised some of these family members were planning to leave Memphis either on Sunday or Monday and would like to visit with him before they left. I explained to him some of the concerns expressed by the hospital staff and the fact unlimited access [REDACTED] would no longer be possible. I advised him I would make contact with individuals from Shelby County to determine their level of comfort in terms of deciding who could visit [REDACTED] [REDACTED] advised the family would cooperate in any way to include submitting to a search or visiting him individually.

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I subsequently received a telephone call [REDACTED] [REDACTED] from the Shelby County Jail, who advised he was the [REDACTED] He advised there were a number of very upset family members when they were excluded from having access [REDACTED] I advised him access was only being limited because there was some concerns about the lack of controls placed on the visitations. I advised [REDACTED] whatever level he felt comfortable with, i.e., searching individuals or individual visits or both would be acceptable to the FBI. However, I did advise him of our concern for both the safety of the hospital staff and his deputy officers at the hospital. [REDACTED] [REDACTED] concurred and advised he was going to authorize individual visits with family members who would submit to searches.

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I had previously spoken with AUSA [REDACTED] and advised him [REDACTED] had not yet been served with a Federal warrant and in essence he was nobody's prisoner. He advised while this was the Marshals' responsibility, he concurred if an FBI Agent was at the hospital, that Agent could advise [REDACTED] [REDACTED] a warrant had been issued and then he was subsequently under arrest. The custodial situation could then be turned over

b6
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164A-ME-46848

to Shelby County per the agreement [redacted] and
the Marshals could make arrangements to transfer him on Monday,
[redacted] I contacted SSA [redacted] who advised me he
would have SA [redacted] go to the hospital and advise
[redacted] he was being arrested for violation of Title 18,
Section 32 (a)(5), USC.

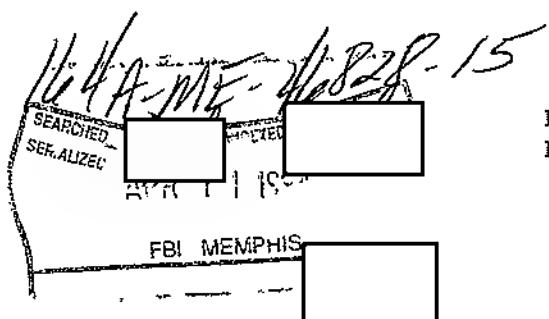
b6
b7c

SA [redacted] advised me he advised [redacted] he was
under arrest on the afternoon of 4/10/94. Further, the hospital
staff overruled [redacted] and all [redacted] visitation
privileges were suspended.

164A-ME-46828-
14

SEARCHED	INDEXED
SERIALIZED	FILED
APR 19 1994	
FBI - MEMPHIS	

b6
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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

[REDACTED] FEDERAL EXPRESS,
4009 Airways Blvd. [REDACTED] 1st floor,
telephone [REDACTED] was interviewed at her place of
employment. After being advised of the identity of the
interviewing Agent and the nature of the interview, [REDACTED]
provided the following information:

[REDACTED] stated that on [REDACTED] walked
into her office unannounced and asked her to [REDACTED]

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b7Cb6
b7C

[REDACTED]
[REDACTED] reviewed the information and informed

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b7C

During the [REDACTED] visit, [REDACTED]

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b7Cb6
b7C

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828

by SA [REDACTED]

Date dictated

4/8/94

b6
b7C

164A-ME-46828

Continuation of FD-302 of [redacted], On 4/8/94, Page 2 b6
b7C

period. [redacted] stated that the

b6
b7c

744-21828-16

SEARCHED	INDEXED
SERIALIZED	FILED
APR 11 1964	

FBI MEMPHIS

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

[REDACTED] THE MED, Elvis Presley Trauma Center, Intensive Care Unit (ICU), 877 Jefferson Avenue, Memphis, Tennessee, was contacted at her place of employment. [REDACTED] was advised of the identity of Special Agent [REDACTED] and of the nature of the interview. Thereafter, [REDACTED] furnished the following information:

[REDACTED]

[REDACTED] advised that she could be recontacted at any time at her place of employment or by telephone [REDACTED]

[REDACTED]

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b7C

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828 *16*

Date dictated

4/8/94b6
b7C

44-46828-17

SEARCHED	INDEXED
SERIALIZED	FILED
APR 12 1994	
FBI - MEMPHIS	
[Redacted]	

b6
b7c

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

Pursuant to the issuance of a Federal Grand Jury
subpoena, [redacted]

b3
b6
b7cb3
b6
b7c

Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828 - 17
by SA [redacted] Date dictated 4/8/94

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1640-ME-46828

SEARCH	[]	INDEX	[]
SERIALIZED	[]	FILED	[]
APR 12 1968			
FBI - MEMPHIS			
[]	[]		

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

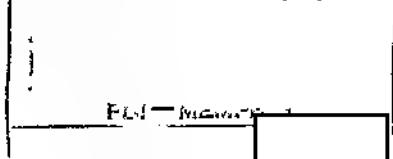
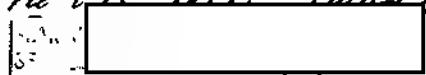
Pursuant to the issuance of a Federal Grand Jury
subpoena. [redacted]

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Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828-18
by SA [redacted] Date dictated 4/8/94

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164A-ME-46828-19



PL-1 - ~~Information~~



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b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

[REDACTED] FEDERAL EXPRESS CORPORATION (FEDEX), 2861 Sprankel, Memphis, Tennessee was interviewed at the Regional Medical Center (MED), 877 Jefferson Avenue, Memphis, Tennessee where four FEDEX pilots were receiving medical attention. Also present during the interview were [REDACTED]

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b7C

[REDACTED] FEDEX. [REDACTED] was advised of the identities of the interviewing agents and thereafter furnished the following information:

[REDACTED] advised he is [REDACTED]

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In early January 1994, [REDACTED]

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[REDACTED] "Deadhead" tickets are commercial airline tickets obtained by FEDEX for flight crew members who have to travel to pick up a flight at another location. [REDACTED] advised this was due to an administrative oversight and happens to pilots all the time.

As a result of this inconvenience, [REDACTED] the FEDEX "open door policy" which allows an employee to take a complaint or grievance through the chain of command and all the way [REDACTED] if necessary. According [REDACTED]

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Investigation on

4/7/94

at MEMPHIS, TENNESSEE

File # 164A-ME-46828-19

b6
b7C

Date dictated

4/12/94

164A-ME-46828-20

SEARCH	INDEX	FILE
SERIALIZED		
APR 12 1994		
FBI - MEMPHIS		

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/8/94

[redacted] DC-10 Crew Member, Federal Express Corporation (FEDEX), Memphis, Tennessee was interviewed at the Regional Medical Center (The Med) where he was advised of the identities of the contacting agents and the nature of the inquiry and thereafter agreed to a brief interview. The following information was furnished [redacted] in non-critical condition, but still receiving medical treatment for his injuries:

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b7C

[redacted]

b6
b7C
b7E

[redacted] As a FEDEX flight crew officer (DC-10 Engineer), [redacted]

[redacted]

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[redacted] come into the cockpit during takeoff as most pilots enjoy being in the cabin during any critical stage of the flight.

Approximately ten minutes into the flight and forty or fifty miles west of the Arkansas state line with the aircraft

Investigation on 4/7/94 at MEMPHIS, TENNESSEE File # 164A-ME-46828-20
SA's [redacted] b6
by [redacted] Date dictated 4/8/94 b7C

164A-ME-46828

Continuation of FD-302 of [redacted]

, on 4/7/94, Page 2 b6
b7C

still climbing, [redacted] advised he heard a loud sound "like something hitting something". The next thing [redacted] remembered was receiving a blow [redacted]

b6
b7C

[redacted] advised he recalled the other two crew members were also under attack and he could see [redacted] striking wildly at them. During the initial attack, [redacted] was not aware of what kind of weapon [redacted] was using, only that there was a great deal of blood. [redacted] was in control of the airplane when the attack occurred [redacted] believed the aircraft had just been transferred to autopilot.

[redacted] released his seat straps and climbed out of his seat. As [redacted] turned toward the rear of the cabin, he saw [redacted] standing inside the doorway of the cabin pointing a spear gun directly at him. While leveling the spear gun at [redacted] stated, "I'll kill your ass." [redacted] advised there was no doubt in his mind [redacted] would have fired the spear gun. [redacted] dove for cover at about the same time [redacted] got his hand on the spear gun. [redacted] managed to push [redacted] to the floor and [redacted] saw the spear fall out of the weapon. [redacted] then pushed [redacted] out of the cabin and into the jump seat area. At this point [redacted] became aware of the fact [redacted] was gripping a hammer (not further described) in his right hand while still holding the spear gun in his left hand.

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A violent struggle ensued [redacted] attempted to disarm [redacted] described [redacted] attack as "savage and determined". [redacted] held the hammer in a "vise grip" as [redacted] attempted to pry it out of [redacted] hand. While they were wrestling [redacted] saw another hammer (not further described) lying on the floor. When [redacted] finally got the hammer away [redacted] he hit [redacted] several times on the head with the hammer in an attempt to get [redacted] to release the spear gun. At one point during the struggle [redacted] indicated he would surrender, however, [redacted] did not believe him because every time they loosened their hold [redacted] started fighting again.

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While [redacted] was momentarily subdued, [redacted] called to his [redacted] who was still in the cockpit, and asked him to come back and take his place so he could fly the plane back to Memphis. [redacted] advised [redacted]

b6
b7C

[redacted] Because they were all covered in blood, [redacted]

164A-ME-46828

Continuation of FD-302 of [redacted]

, on 4/7/94, Page 3 b6 b7C

did not know how serious [redacted] injuries were when he came back to assist [redacted] Before going into the cockpit, [redacted] instructed [redacted] to take the spear gun and "shoot him [redacted] if you have to".

[redacted] turned the plane back to Memphis and began an approach for the nearest east/west runway, which was Runway 9. [redacted] stated he had difficulty seeing and had to wipe away the blood which was flowing into his eyes from his head wounds. While [redacted] was at the controls, he could hear a violent struggle continuing behind the bulkhead. At approximately seven thousand feet, [redacted] broke off the approach and was about to go back to assist [redacted] indicated they had things under control. [redacted] then brought the plane in on a north/south runway. During the entire approach and landing, [redacted] advised he continued to hear sounds of wrestling in the back.

As soon as the plane was on the ground and before shutting down the engines, [redacted] ran back to help the crew.

[redacted] immediately shut down the engines and activated the slide. It took several minutes for rescue personnel to gain access to the plane. [redacted] advised [redacted] continued struggling until a police officer came on board and placed him in handcuffs.

According to [redacted] no other statements were made by [redacted] other than the one in which [redacted] threatened [redacted] life. [redacted] advised he has no idea what [redacted] objective was when he began his attack on the crew. [redacted] stated [redacted] if his intention was to simply cause the aircraft to go down, he would have initiated his attack during a critical stage in the flight - for instance, during the takeoff.

During the course of the interview, [redacted] FBI, took photographs of [redacted] injuries.

The following descriptive information was obtained from a Memphis Police Department Incident Report:

[redacted]

b6 b7C

114-A-ME-46828-21

SEARCHED	[Redacted]	INDEXED	[Redacted]
SERIALIZED	[Redacted]	APR 1 1977	
FBI - MEMPHIS			
[Redacted]			

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b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

[REDACTED] FEDERAL EXPRESS, 2975 Sprankel Avenue, Memphis, Tennessee 38118; telephone [REDACTED] was interviewed at his place of employment. After being advised of the identity of the interviewing Agent and the nature of the interview, [REDACTED] provided the following information:

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[REDACTED] has held his present position since [REDACTED]
[REDACTED] has been employed by FEDERAL EXPRESS for approximately [REDACTED] is responsible for [REDACTED]

[REDACTED]

[REDACTED]

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[REDACTED]

b6
b7C

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828 -21
by SA [REDACTED] Date dictated 4/8/94

b6
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1644-105-46828-22

SEARCHED	<input type="checkbox"/>	<input type="checkbox"/>	XED	<input type="checkbox"/>
SERIALIZED	<input type="checkbox"/>	<input type="checkbox"/>	INDEXED	<input type="checkbox"/>
APR 11 1968				
FBI - MEMPHIS				
<input type="checkbox"/>				

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The following investigation was conducted by SA [redacted] at Memphis, Tennessee, on April 7, 1994, following the armed hijacking of a Federal Express flight at Memphis International Airport:

At approximately 6:02 p.m., the DC10-30, tail #N306FE, serial #48287, was towed by a FEDERAL EXPRESS tug from where it had landed and come to rest on runway 36 Left at M6 intersection. In order to tow the aircraft, it is required that a qualified individual occupy the pilot's seat during towing. [redacted]

The lead mechanic in charge of supervising the towing of the aircraft to the FED-EX facility [redacted]

[redacted] The aircraft was towed, followed by SA [redacted] and SSA [redacted] along with personnel of the MEMPHIS AIRPORT POLICE, MEMPHIS FIRE DEPARTMENT, and MEMPHIS POLICE DEPARTMENT.

At approximately 6:35 p.m., the aircraft was parked on the Federal Express ramp at parking spot #90. The scene was then secured by SA [redacted] and crime scene search was initiated by Memphis Police Department [redacted]

The crime scene process was handled by the MEMPHIS POLICE DEPARTMENT, with the assistance of SA [redacted] and SSA [redacted]

[redacted] The subject's Federal Express ID was located on the floor of the plane and was one of the numerous items taken by the Memphis Police. This ID belonged [redacted], and showed a hiring date [redacted]

During this crime scene process, the cockpit voice recorders and flight data recorders were pulled by Federal Express employees [redacted]

[redacted] These flight data recorders were then turned over to [redacted] to be maintained by him.

At approximately 8:10 p.m., the crime scene search of the cockpit of this aircraft was concluded and the cockpit portion of the airplane was released to employees of FEDERAL EXPRESS.

During the course of this investigation, [redacted] advised that he had been one of the [redacted] who had helped launch that particular flight out of Memphis International and that he had observed [redacted] in the plane.

164A-ME-46828-22

164A-ME-46828

[redacted] Federal Express
Flight Operations, was present and advised that [redacted]

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1644b ME-46828-23

SEARCH	<input type="text"/>	INDEX	<input type="text"/>
SERIALIZED	<input type="text"/>	FILE	<input type="text"/>
FBI - MEMPHIS			
<input type="text"/>			

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164A-ME-46828

Continuation of FD-302 of [redacted]

, On 04/07/94, Page 2

b6
b7c

[redacted]
[redacted] attempted to hijack a
Federal Express aircraft and several people were injured
[redacted]

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 04/08/94b6
b7C

[redacted] home telephone number: [redacted]
date of birth: [redacted] was advised of the official identities
of the interviewing agents and the purpose of the interview. She
was interviewed at the Town & Country Hotel, 500 Hotel Circle,
San Diego, California, on 04/07/94. [redacted]

[redacted] She provided the following information:

[redacted] advised that a few minutes before being
contacted by the interviewing agents she received a phone call
[redacted] (phonetic spelling). [redacted] informed her that
there was an accident aboard a Federal Express aircraft involving
[redacted] stated that she
interpreted [redacted] statement as meaning that there was a plane
crash. According to her, [redacted]

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b7Cb6
b7C

Investigation on 04/07/94 at [redacted] File # 164A-ME-46828-23
by SA [redacted] Date dictated 04/08/94

b6
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FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 4/8/94

TO : SAC, MEMPHIS (164A-ME-46828)
 FROM : SAC, SAN DIEGO (SQ. 6) (RUC)
 SUBJECT : - SUBJECT;
 CRIME ABOARD AIRCRAFT -
 ASSAULT FLIGHT CREW;
 OO: MEMPHIS

Reference telcalls on 4/7/94 between SA
 Memphis Office, and SSA San Diego
 Office, and Memphis teletype to San Diego dated 4/8/94.

Enclosed for Memphis is the original and one copy
 of an interview with plus a 1-A envelope
 containing original notes of interview on
 4/7/94.

For information of Memphis, enclosed FD-302 sets
 forth interview regarding

Since there are no further leads to be covered in
 the San Diego Division, this matter is being placed in RUC
 status.

2 - Memphis (Encls. 3)
 1 - San Diego

(3)

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b7Cb6
b7Cb6
b7CApproved:

Transmitted

(Number) (Time)

Per

FBI - MEMPHIS

See TO

SEARCH	SERIALIZED	INDEXED
FILED		

164A-ME-46828-24

1044-ME-46828-
25

SEARCH	N
SERIAL	10
APR 12 1994	
FBI - MEMPHIS	

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

[redacted] white male. date of birth [redacted]
 [redacted] social security number [redacted]

[redacted] telephone [redacted] was advised of the identity of the interviewing agent and the purpose of the interview. [redacted] provided the following information:

[redacted] is [redacted] with FEDERAL EXPRESS CORPORATION (FE). He has been employed by FE [redacted]

[redacted] was working the [redacted] on April 8, 1994. In his capacity [redacted] was asked to [redacted] from the main gate to the airport dock at the FE hanger. [redacted]

Upon arriving at the airplane [redacted] and [redacted] boarded the plane. [redacted] was onboard the airplane and directed [redacted]

[redacted] proceeded to look around the galley area of the airplane, the area between the cargo net and the cockpit. In a corner of the galley area between the aircraft wall and the beverage container, [redacted] noticed a "Business Week" magazine addressed [redacted] took the "Business Week" magazine off the top of a stack of documents that were strewn about in the corner. Upon taking the magazine, [redacted] noticed a legal pad with several pages written on it, and a handwritten note that was stained with blood. [redacted] maintained the legal pad and the blood stained note. The "Business Week" magazine and other miscellaneous documents were gathered in a black plastic bag and maintained at the FE screening area located in the armory. FE employee [redacted] is in the custody of the other documents.

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Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828-25
 by SA [redacted] Date dictated 4/8/94

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164A-ME-46828

Continuation of FD-302 of

[redacted]

, On 4/8/94

, Page 2

b6
b7c

[redacted]

[redacted] did not review the other documents which were put in the black plastic bag. He did not notice any item which may have contained these documents, nor did he review any of the other documents. [redacted] could provide no further information regarding the search of the plane.

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Attached are copies of documents which [redacted] advised that he found located on the plane.

164A-ME-16828-
26

SEARCH		INDEX	
SERIAL		FILE	
APR 25 1994			
FBI - MEMPHIS			

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FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 4/12/94

At approximately 8:15 a.m. [redacted]
Northwest Airlines, accepted custody of the following items for
transportation to National Airport, Washington D.C. from SA
[redacted]
[redacted]

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Investigation on 4/12/94 at Memphis, Tennessee File # 164A-ME-46828
by SA [redacted] Date dictated 4/12/94

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

- 1 -

Date of transcription 4/12/94

At approximately 8:15 a.m. [redacted]
Northwest Airlines, accepted custody of the following items for
transportation to National Airport, Washington D.C. from SA
[redacted]
[redacted]

b6
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b7E

Investigation on 4/12/94 at Memphis, Tennessee File # 164A-ME-46828
by S [redacted] Date dictated 4/12/94

2 b6
b7C

10/10/06 11/28/06



1300 b6

1300 b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

On April 7, 1994, at approximately 5:00 p.m.,
[redacted] had taken 35mm color photographs
at the Memphis International Airport of the following:

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b7C

- 1) One Federal Express DC-10 airplane.

Photographs were taken of the interior cockpit area and the exterior of the plane. The DC-10 was located on runway 36L, facing north, northwest of the airport terminal.

Investigation on 4/7/94 at Memphis, Tennessee File # 164A-ME-46828 *[Signature]*
by PT [redacted] Date dictated 4/7/94

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SENT BY:

4-8-94 10:03PM ;KINKO'S MEMPHIS MDTCH

901 575 9621;# 1/ 2



Open 24 Hours, Date: 4-8-94 Time: 11:00 PM
Seven Days a Week! Total Sheets (including cover sheet): 1

b6
b7c

TO:	<u>Federal Bureau of Investigation</u>	Please notify upon receipt
FAX #	<u>(901) 575-9621</u>	Phone #

FROM:	<u>Harvard Law School, 320 Holmesfield Bldg., Cambridge, MA</u>	
Phone #		

SPECIAL INSTRUCTIONS:

Send immediately; acknowledge receipt
of FAX (response)

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Fax Service • Copies • Binding • Color Copies • Desktop Publishing • Mac Rental

Rec'd 4/10/94
9AM

*assumed not to
attempt to interview*

b6
b7c

16A-A-ME-44828-2B

4/11/94

16A-A-ME-44828-2B

FBI - MEMPHIS

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b7c

April 8, 1994

Harvard Law School
320 Holmesfield Bldg.
Cambridge, MA 02138

FAX

b6
b7C

To: [REDACTED]

Federal Bureau of Investigations
or its' agents; Memphis, Tennessee

Regarding the incidents which
occurred on Thursday, April 7, 1994,

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b7C

any attempt to obtain a waiver
of his constitutional right to
remain silent would be
presumptively invalid.

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b7Cb6
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(Mount Clipping in Space Below)

Startled controller assisted FedEx pilot

By Marc Perrusquia
The Commercial Appeal

Kent Fleshman did a double take when the emergency call came in from a Federal Express jet flying 18,000 feet over Arkansas.

"I'm wounded," a breathless voice said over the radio. "There's been an attempted takeover of this aircraft."

Fleshman, an air traffic controller at Memphis Air Route Traffic Control Center, was an hour into his work shift, helping train an employee at the radar screen.

But what started as a typical workday last week turned into an intense, emotionally draining afternoon as Fleshman coached a disoriented FedEx pilot to the ground. The pilot and two crew members had just been attacked in the air by a hammer-wielding assailant.

"My heart was in my throat the entire time," Fleshman, 27, said Saturday, giving an account of what happened aboard FedEx Flight 705 after leaving Memphis International Airport at 3:32 p.m. Thursday.

At times the large DC10 cargo plane seemed to veer dangerously off course. The pilot's microphone would click on without a voice — only heavy breathing and other noises could be heard in the background.

And sometimes Flight 705's only answer to Fleshman's radio signals was an eerie silence.

"I (felt) so helpless. I was just trying to get him pointed back to where he needed to go," Fleshman said. "The first thing that went right through my head was: You've got to be kidding. It's kind of hard to believe."

Three people remained hospitalized Saturday, including the accused hijacker, off-duty FedEx pilot Auburn Calloway, 42. Calloway, who was overpowered

Please see **PLANE**, Page A10

From Page A1

Plane

by the flight crew, remained in critical condition Saturday in the prison ward at the Regional Medical Center at Memphis. Pilots James Tucker, 42, and Andre Peterson, 39, were in serious condition at The Med.

Crew captain David Sanders, 49, was treated and released Thursday night.

The drama started about 3:43 p.m. Thursday as Fleshman, a five-year veteran, was training controller David Pridgen. The emergency call triggered an immediate reaction.

Fleshman cleared the plane, westbound for San Jose, to return to Memphis. Ambulance crews and others were alerted.

Fleshman reported to the plane — but there was nothing.

"I didn't get a response. So I waited," he said. "I was afraid to be real insistent because he ... could be dealing with many factors, and at the time I didn't know what had actually happened. I mean when someone says they're wounded, immediately you think it's a gunshot."

Finally, the pilot's microphone came on.

(Indicate page, name of A-1, A-10 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, Tennessee

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"But he wasn't saying anything. All I heard was his breathing in the background. Very heavy breathing. And in the background I heard noise. I can't say that it was fighting or scuffling or what. I heard voices in the background and it was not a normal thing that you hear."

Besides being wounded, the crew was apparently not speaking for another reason. They were throwing the 250-ton plane into violent rolls and dives to keep the assailant off balance.

Investigators recovered four hammers, a survivalist knife and a spear gun that Calloway had brought onto the plane in a guitar case. Calloway, who was hopping a ride to California in the plane's jumpseat, was charged in the case Friday.

Eventually, a voice came back on. Fleshman said he couldn't

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tell if it was the original voice.

Fleshman requested the plane descend to 10,000 feet. If a window had been punctured in the pressurized cabin, crew members could breathe oxygen naturally available at that altitude.

The voice seemed desperate.

"Whoever was talking on the other side asked, 'Where is the airport? We need a vector, please,'" asking in pilot lingo directions for the proper course. At that time, the plane still was at least 40 miles from Memphis.

"He sounded very disoriented," Fleshman said, "still kind of breathing heavy. He asked, where is the airport? I said 12 o'clock. That means he was pointing straight at the airport

"And then within a couple of moments, he asked (again), 'What direction?' And that's when I knew something was really wrong."

The plane got down to 10,000 feet. Fleshman advised that an ambulance was waiting.

"Then he advised me, he requested that there be armed intervention," Fleshman said.

As the plane approached Memphis, Fleshman prepared to "hand off" communication to another set of air traffic controllers who monitor planes within 30 miles of Memphis.

Suddenly, the plane veered off course.

"Within a moment or two, he appeared heading back toward my airspace. They called and coordinated that he was heading back westbound for some reason."

The plane eventually turned again toward Memphis, and Fleshman's supervisor gave him a break. Fleshman went outside with others to watch the plane's landing.

"He was really still fairly high in the sky, at which point he made a very hard turn to the right, and went down kind of south. We lost him in the tree line," he said. "One of the guys ... said, 'Boy he really yanked it around!'"

Fleshman never knew exactly who he had talked to during

those tense moments or what exactly transpired. He said he would like to talk to Sanders about the incident.

"It was very unusual.... You'd think a hijack would occur with a passenger plane, you know, it'd have hostages."

(Mount Clipping in Space Below)

Attack fuels push for cargo crew checks

James W. Brosnan
The Commercial Appeal
Washington Bureau

WASHINGTON — Airport operators will use last week's attack aboard a Federal Express plane to urge the federal government to require air cargo crews to go through metal detectors and security checks.

The Federal Aviation Administration has required security screening for the crews of passenger airlines for several years, but the regulation has never applied to cargo carriers.

That's why off-duty FedEx pilot Auburn Calloway did not have to go through a metal detector last week before boarding Flight 705 as a jumpseat pas-

ger hopping a ride to California. Calloway, 42, was charged Friday with attacking three FedEx crew members with a claw hammer aboard an airborne DC10 that left Memphis International Airport Thursday afternoon for San Jose.

The Airports Council International North America chapter "strongly supports" screening for air cargo crews and packages, council spokesman Victoria Pannell said Friday.

The council co-chairs an FAA security advisory committee, which includes a cross section of industry groups, and has been discussing the crew screening.

"I have a feeling that after (Thursday's) events that is going to be looked at much more closely," said Pannell.

FAA spokesman Bob Hopper said Saturday he is not aware of any proposed rule changes, but said any rule change would require public comment before it became law.

As a crew member, Calloway was able to bypass FedEx screenings and bring aboard a guitar case containing three hammers — including a 2-pound sledgehammer — a spear gun and a survival knife, authorities said.

Calloway, who was overpowered by the flight crew, remained in critical condition Saturday in the prison ward at the Regional Medical Center at Memphis. Pilots James Tucker, 42, and Andre Peterson, 39, were in serious condition at The Med.

Crew captain David Sanders, 49, was treated and released

Thursday night.

Larry Cox, president of the Memphis-Shelby County Airport Authority, said he agreed with the council's recommendation.

In a 1987 rule change, the FAA ordered passenger airlines to require screening of all employees before boarding flights. Before that, uniformed flight crews and other airline employees with identification cards generally were exempt from screening.

The rule change came after 43 people were killed in the Dec. 7, 1987, crash of a Pacific Southwest Airlines commuter jet in California. Pilots reported onboard gunfire before the crash. Investigators found that a recently fired employee, had smuggled a gun onto the plane after bypassing security screen-

(Indicate page, name of A-10 newspaper, city and state.)

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ing.

Passenger safety requires everyone boarding a plane — including pilots and crew — be screened, said Robert McAfee, director of flying at Northwest Airlines's Memphis hub.

But in the air cargo industry — which hauls packages instead of people — a different set of rules has applied. At FedEx, pilots are exempt from security

screening, said spokesman Tom Martin. Off-duty pilots and crew members riding in jumpseats also are exempt, he said.

The Air Line Pilots Association, which historically has resisted screening, is "going to have to look at this particular incident to see what actions would be appropriate," said ALPA spokesman John Mazor. "Pilots don't like it (screening) because it's mostly window dressing."

Reporter Marc Perrusquia contributed to this story.

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(Mount Clipping in Space Below)

Motive is elusive as charges are filed in hammer attack on FedEx plane crew

"I have nothing to say about his reasons."

— First Asst. U.S. Atty. John Fowlkes

By Chris Conley

The Commercial Appeal

Federal charges were filed Friday against Auburn Calloway, the man accused of wielding a hammer during an in-air attack Thursday of three Federal Express flight crew members.

Calloway, also a FedEx pilot, was charged with "willfully performing an act of violence against an individual on a civil aircraft." If convicted, he faces a maximum sentence of 20 years in prison.

Neither the criminal complaint filed in U.S. District Court

nor a press conference federal officials held later shed much light on Calloway's motive or whether he sought to commandeer the aircraft. Air piracy carries a penalty of 20 years to life.

"I have nothing to say about his reasons," said John Fowlkes, first assistant U.S. attorney.

Fowlkes said that Calloway would have to appear for a bond hearing before a U.S. magistrate when he is sufficiently recov-

ered from his injuries.

Calloway, 42, remained in critical condition in the prison ward at the Regional Medical Center at Memphis Friday night. Pilots James Tucker, 42, and Andre Peterson, 39, were in serious but stable condition at The Med. David Sanders, the 49-year-old captain of the crew, was treated and released Thursday night.

The attack occurred Thursday afternoon, shortly after the

DC10 backed away from the gate at 3:16 p.m. Officials said the crew fought a life and death struggle with Calloway and that it still was going on after they landed at 4:04 p.m.

FBI agents interviewed two of the victims (Sanders and Peterson) but were unable to speak to Calloway. Robert Wright, FBI special agent in charge, said he believed that would be done on Sunday, at the earliest.

Wright said interviews were continuing in Memphis and elsewhere with "anybody who might have an understanding as to why this happened."

Please see HIJACK, Page A6

(Indicate page, name of A-1, A-6 newspaper, city and state)

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From Page A1

Hijack

During an interview with The Associated Press in Washington, Frederick W. Smith, founder and chief executive officer of FedEx, said, "It's clear the guy was trying to commit suicide.... The guy just went berserk."

Evidence taken from the cockpit, including a flight recorder and a cockpit recorder, has been sent to the FBI laboratory in Washington. Also being sent are tapes of conversations between the aircraft and the tower.

Wright called the investigation "essentially complete." The Federal Aviation Administration and National Transportation Safety Board are expected to aid in the investigation. Results could take a week to return.

FedEx spokesman Tom Martin, who attended the press conference, said Calloway Friday was scheduled to appear for a

preliminary hearing at FedEx to "discuss discrepancies in his personnel records." He said Calloway was notified "several days ago" of the hearing, but would not elaborate.

This much is known about the attack:

Calloway, as a crew member, was able to bypass FedEx screenings and bring aboard a guitar case containing three hammers — including a 2-pound sledge hammer — a speargun and a survivalist's knife.

Calloway apparently attacked the crew members from behind with a claw hammer while they were strapped into their seats.

As second officer, Calloway could have flown the airplane, officials said. He had worked for FedEx for five years and previously worked for Flying Tigers.

"It was a hell of a fight," said FBI special agent Ed Bradberry. "He attacked them very viciously... there was a lot of blood."

(Mount Clipping in Space Below)

(Indicate page name of A-1, A-6
newspaper city and state)THE COMMERCIAL APPEAL
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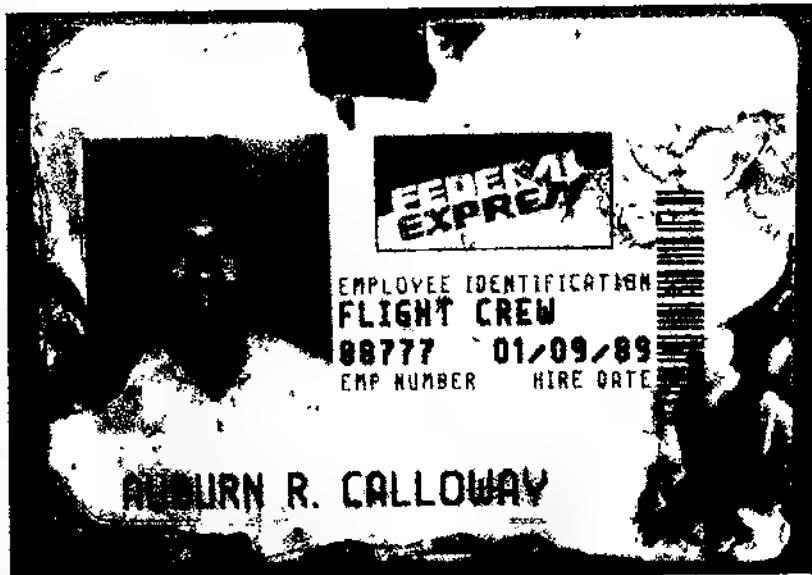
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Photographs by Karen Puffer Focht

Auburn Calloway's bloody FedEx ID badge.

Daring rolls, dives foil FedEx attacker

By Dave Hirschman
The Commercial Appeal

Widebody jets aren't supposed to be tossed about the sky like stunt planes.

But when Federal Express first officer James Tucker realized a passenger was attacking the crew with a hammer, he threw the fully loaded DC10, which weighed about 250 tons, into violent rolls and dives to keep their assailant off balance.

The aerodynamic strain ripped the tips of the tail surfaces off the airplane and caused metal panels on one of the engines to fall off, a mechanic who examined the plane Friday said.

But the abrupt movements on the control yoke by Tucker, a Navy veteran with massive arms from lifting weights, apparently gave crew members the advantage they needed. Auburn Calloway, a FedEx pilot and martial arts expert who has been charged with attempting to seize

control of the plane, lost the struggle for control of the jet when crew members pushed him out of the cockpit and subdued him.

"You're not supposed to be able to do violent maneuvers in a DC10 and keep it in one piece," said a FedEx DC10 captain who talked to crew members about what happened on board Flight 705 Thursday. "But whatever they did obviously worked."

FedEx officials confirmed Friday the aircraft was damaged during the flight and said it will be thoroughly inspected before returning to service. Company founder and chairman Frederick W. Smith said Calloway was trying to commit suicide and take the airplane and crew with him. He praised Sanders, Tucker and second officer Andre Peterson for performing "heroically."

Tucker and Peterson finally overpowered Calloway outside the cockpit in the galley area of the aircraft. All three were found there, unconscious and critically injured, minutes later when the plane landed, law enforcement officials said.

Tucker and Peterson remained hospitalized at the Regional Medical Center at Memphis, where Tucker was in serious condition and Peterson was in satisfactory condition Friday.

Please see PILOTS, Page A6

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From Page A1

Pilots

night.

During part of the airborne struggle, David Sanders, the captain, was the only person in the cockpit, FedEx employees familiar with what happened said FedEx pilots and workers spoke on condition of anonymity because of company policies about speaking to the press about the details of Thursday's attack.

Sanders notified air traffic controllers at Memphis International Airport at about 3:45 p.m. that he was returning for an emergency landing.

The DC10 was fully loaded at takeoff with roughly 65,000 pounds of fuel and 100,000 pounds of freight. On landing, it probably exceeded its 436,000-pound maximum landing weight by at least 60,000 pounds. But Sanders couldn't jettison extra fuel to lighten the load because those controls are on the second officer's instrument panel about 5 feet away.

"There's no way to reach the fuel dump switches from the left seat," said Jimmy Price, a FedEx MD11 captain. "And he was probably too focused on flying the airplane anyway."

Emergency crews stationed themselves at the east end of Runway 9.

But when the plane approached the airport, it was too

high and traveling too fast to land. Sanders, realizing he would overshoot the intended runway, turned hard and aligned the plane with Runway 36L, a north-south runway, witnesses said.

Sanders's head was bleeding from a deep cut inflicted by his attacker, but he guided the plane to a safe landing.

"I didn't know a DC10 was capable of making such a tight pattern," said Larry Cox, president of the Memphis Shelby County Airport Authority. "It was a miraculous, miraculous accomplishment."

The three crew members declined interview requests Friday, but pilots who spoke with them said they were holding up well. A group of FedEx pilots kept up an around-the-clock vigil at The Med where Tucker and Peterson remained overnight.

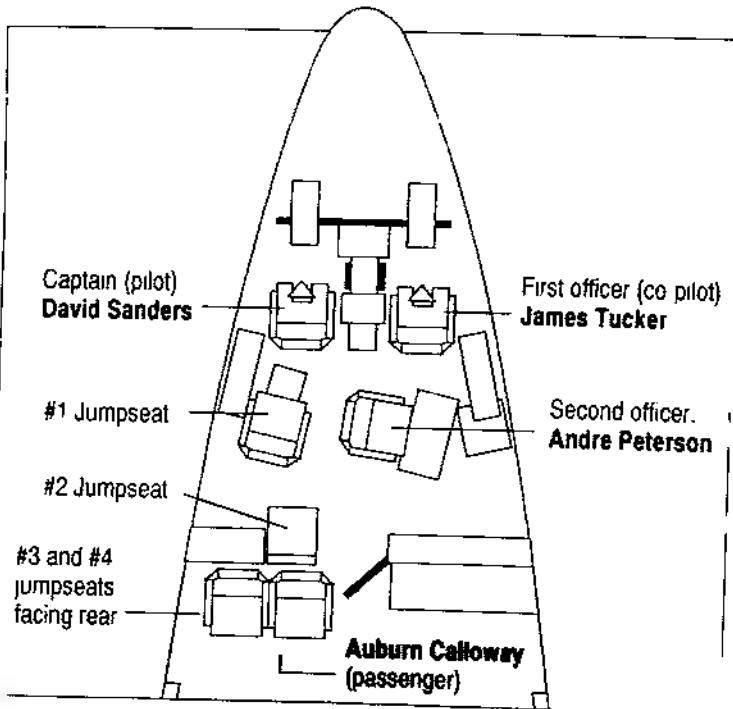
Sanders was treated and released on Thursday but returned to The Med on Friday to visit the other crew members.

Don Wilson, also a FedEx DC10 captain, said Sanders was "doing extremely well under the circumstances."

"He's got a clear recollection of everything that took place, and it sounded like quite an ordeal," Wilson said. "This tragedy could have been much worse if not for that crew's professionalism and quick thinking. They averted a real calamity."

The DC10 cockpit

Auburn Calloway, accused of attempting to hijack a Federal Express jet Thursday, sat in one of two jumpseats outside the cabin of the DC10. He attacked crewmembers David G. Sanders, Andre Peterson and James Tucker with a hammer, investigators charge seriously injuring Peterson and Tucker. Calloway was subdued outside the cockpit after a struggle with Tucker and Peterson. When the plane landed, Sanders was alone in the cockpit, investigators said.



Staff graph

164A-ME-46828



Memphis police property supervisor Lester Ditto examines evidence from Thursday's attack aboard a DC10.

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(Indicate page, name of newspaper, city and state) B-1, B-8

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Memphis, TennesseeDate: 4/12/94
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FedEx

the pitch of the aircraft. New brakes were installed because the plane was overweight with fuel when it landed, he said; the elevators were replaced because balancing weights on the tips of the plane's tail fell off during the violent maneuvers.

Federal Express chairman and chief executive officer Frederick W. Smith said Friday he believed Calloway was on a suicide mission.

Weise and company spokesman Tom Martin declined to speculate on the motive for the incident.

Weise said the crew members were not connected to a disciplinary meeting scheduled for the day after the incident between Calloway and his supervisors, and were not acquainted with Calloway.

The plane was on automatic pilot for a matter of seconds while the crew subdued Calloway, Weise said.

Staff reporters Chris Conley and Dave Hirschman contributed to this story.

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FedEx crew never lost control, official says

Injured fliers are recuperating

By Tom Charlier
The Commercial Appeal

Although they conducted "extreme maneuvers" and left the cockpit momentarily, the crew of a Federal Express DC10 never lost control of their plane when they were attacked last week, a company official said Monday.

Theodore L. Weise, senior vice president for air operations, said the jet was damaged during the maneuvering, which crew members conducted while trying to throw their assailant off-balance. FedEx has made mostly "precautionary" repairs and the plane will be returned to service this week, he said.

Speaking at a press conference at the company's headquarters, Weise credited Capt. David Sanders, First Officer James Tucker and Second Officer Andre Peterson with "superb airmanship" in safely landing the craft.

"Their quick thinking, brave actions and professional response under incredible circumstances prevented the incident last Thursday from being a far greater tragedy," Weise said.

Tucker and Peterson remain hospitalized at the Regional Medical Center at Memphis. Peterson is "doing fine," Weise said, and Tucker was in satisfactory condition.

Auburn Calloway, the man accused of attacking them, also remains at The Med in serious condition. He faces federal charges of "willfully performing an act

of violence against an individual on a civil aircraft" in the attack, which involved hammers and a spear gun.

Federal authorities said Monday that Calloway could face other charges.

"Once the investigation is complete ... a final decision about what the charges will be would be made," First Asst. U.S. Atty. John Fowlkes said.

"Specific charges will be up to the grand jury," FBI special agent Ed Bradberry said.

Meanwhile, air traffic controller Paul Candalino said he did his best to sound confident and self-assured as he helped talk the wounded crew of a the DC10 back to Memphis International Airport for its emergency landing.

At 6½ miles from the runway, it became clear that the DC10 with 86,000 pounds of fuel was too high and too fast to land without overshooting the runway. Sanders told controllers he was going to land on a north-south runway and immediately received clearance to do so.

He banked right and was about 1,600 feet above the ground when he turned sharply left to align the plane with the runway. The plane banked about 60 degrees and appeared headed toward a taxiway when, at the last moment, Sanders leveled off, straightened out and touched down on runway.

"It was fantastic, miraculous," Candalino said.

At the press conference, Weise said the repairs to the DC10 included replacement of brakes and the elevators that control

Please see **FEDEX**, Page B8

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/13/94

[redacted] Federal Express, 2005 Corporate Avenue, telephone [redacted] was informed of the identity of the interviewing Agent and the purpose of the interview and thereafter advised as follows:

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Federal Express Corporation has an in-house production facility which produces informational programs for Federal Express employees. These programs are run each day on Federal Express television.

On March 17, 1994, an informational program produced by Federal Express, called One on One aired live on Federal Express tv and consisted of a moderator [redacted] Federal Express founder. [redacted] took calls from Federal Express employees and one of these calls was from an individual who identified himself as [redacted] a Federal Express pilot. [redacted] stated he has been informed that several Federal Express employees, identities unknown [redacted] believe the caller who identified himself as [redacted] is in fact, [redacted] The caller inquired of security measures to be taken by Federal Express to protect employees who are going to be assigned to new Federal Express facility in the Philippines and the caller also made some comments regarding the adversarial position the company had taken against the Airline Pilots Association. [redacted] made available a video cassette of the Federal Express tv program, One on One, which was presented on March 17, 1994.

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Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828 *34*
by SA [redacted] Date dictated 4/12/94

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[Redacted]	[Redacted]

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/13/94

[redacted] was informed of the identity of the contacting Agent and was served a United States District Court for the Western District of Tennessee subpoena to testify before a Federal Grand Jury. The subpoena commands [redacted]

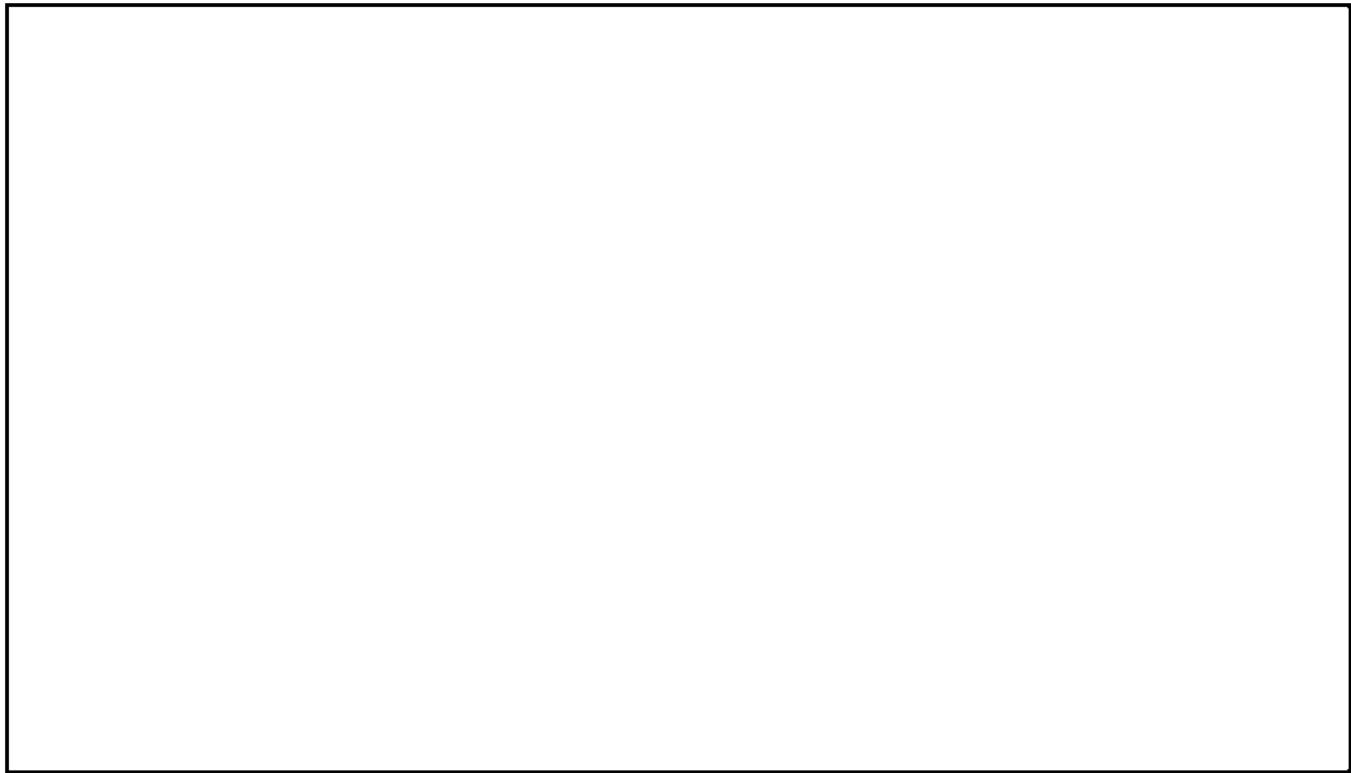
[redacted] before a Federal Grand Jury, Memphis, Tennessee or to deliver the documents to a Special Agent of the Federal Bureau of Investigation:

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Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828-35
by SA [redacted] Date dictated 4/12/94

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ATTACHMENT



This subpoena may be complied with by delivering the above-mentioned items to Special Agent [REDACTED] of the Federal Bureau of Investigation or any other designated Special Agent of the Federal Bureau of Investigation.

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(Indicate page, name of B-1 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 4/19/94
Edition. Daily

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Character:
orClassification: 164A-ME-46828
Submitting Office:

Indexing:

Calloway legal duo: Wharton, Harvard prof

By Chris Conley
The Commercial Appeal

Charles Ogletree, who represented Anita Hill during the Senate confirmation hearings of Supreme Court Justice Clarence Thomas, will help defend Auburn Calloway, the Federal Express flier accused of attacking three crewmen with a hammer during a flight from Memphis on April 7.

The Harvard Law School professor will team with A C Wharton in defending Calloway, who is charged with willfully performing an act of violence against an individual on a civil aircraft.

Ogletree said he knew Calloway from their days at Stanford University and that he was contacted "by a number of people" who knew him and Calloway.

"He's a wonderful person, and all that will be developed in full... if there is a court proceeding."

Ogletree declined to comment on possible defense strategies and also on reports that Calloway had left a suicide note in the plane. Ogletree was retained by Calloway's family shortly after the incident. Wharton was retained over the weekend.

A note indicating that Calloway intended to commit suicide was found in the FedEx jet after it was landed by its injured pilot, FBI special agent Joseph Rinehart said in an affidavit.

vit used to obtain a search warrant on Calloway's home.

And a handwritten list of the three crew members injured in the attack was found in Calloway's apartment in a search by FBI agents, he said.

Calloway is accused of attacking the three crew members, Capt. David Sanders, Jim Tucker and Andre Peterson, as they sat strapped into their seats aboard the San Jose-bound Flight 705. The DC10 was 40 miles out of Memphis International Airport over Arkansas at the time.

Authorities said Calloway smuggled four hammers, a speargun and a survivalist knife aboard in a guitar case. He sat in a jump seat behind the cockpit and was riding as a passenger.

Sanders, Peterson and Tucker have been released from the Regional Medical Center at Memphis, spokesman Rick Roberts said. Calloway remains in satisfactory condition recovering from injuries suffered in the fight with the crew.

Ogletree, 41, graduated from Stanford in 1974 and obtained his law degree from Harvard Law School in 1978. He said he has been a professor at Harvard since 1986.

If convicted, Calloway could face up to 20 years in prison. Federal officials said he may be charged with air piracy, or hijacking, when the case is presented to a federal grand jury this month.

Air piracy carries a penalty of 20 years to life in prison.

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Pursuant to the issuance of a Federal Grand Jury
subpoena, [redacted]

Both items are being maintained in the 1-A Section of the file.
[redacted]

Investigation on 4/15/94 at Memphis, Tennessee File # 164A-ME-46828 -37-
by [redacted] Date dictated 4/15/94 b6
b7C

United States District Court

WESTERN

DISTRICT OF

TENNESSEE

TO: SUBPOENA TO TESTIFY
BEFORE GRAND JURYb3
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SUBPOENA FOR:

 PERSON DOCUMENT(S) OR OBJECT(S)

YOU ARE HEREBY COMMANDED to appear and testify before the Grand Jury of the United States District Court at the place, date, and time specified below.

PLACE GRAND JURY 1026 FEDERAL OFFICE BUILDING MEMPHIS, TENNESSEE 38103 *PLEASE REPORT TO THE U.S. ATTORNEY'S OFFICE ROOM 831	COURTROOM
---	--

b3

YOU ARE ALSO COMMANDED to bring with you the following document(s) or object(s):*

PLEASE SEE ATTACHMENT

Please see additional information on reverse

This subpoena shall remain in effect until you are granted leave to depart by the court or by an officer acting on behalf of the court.

CLERK:

ROBERT P. MCGAR

DATE

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SERIALIZED

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NAME, ADDRESS AND PHONE NUMBER OF ASSISTANT U.S. ATTORNEY

APR 25 1994

Assistant U.S. Attorney
1026 Federal Office Bldg
Memphis, Tennessee 38103

of the United States of America

1 - 164A-ME-46828
1 - 66-2451

RETURN OF SERVICE⁽¹⁾

RECEIVED BY SERVER	DATE	PLACE	MEMPHIS, TN.
SERVED	DATE	PLACE	MEMPHIS, TN.
SERVED ON (PRINT NAME)			
SERVED BY (PRINT NAME)		TITLE	
SPECIAL AGENT FEDERAL BUREAU OF INVESTIGATION			
STATEMENT OF SERVICE FEES			
TRAVEL	SERVICES	TOTAL	

b3
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b7cDECLARATION OF SERVER⁽²⁾

I declare under penalty of perjury under the laws of the United States of America that the foregoing information contained in the Return of Service is correct.

Executed on 4/8/94
Date

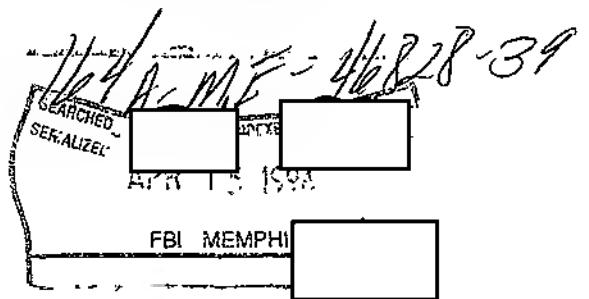
841 FEDERAL BUILDING - MEMPHIS, TN.
Address of Server

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ADDITIONAL INFORMATION

(1) As to who may serve a subpoena and the manner of its service see Rule 17(d), Federal Rules of Criminal Procedure, or Rule 45(c), Federal Rules of Civil Procedure.

(2) "Fees and mileage need not be tendered to the witness upon service of a subpoena issued on behalf of the United States or an officer or agency thereof (Rule 45(c), Federal Rules of Civil Procedure; Rule 17(d), Federal Rules of Criminal Procedure) or on behalf of certain indigent parties and criminal defendants who are unable to pay such costs (28 USC 1825; Rule 17(b) Federal Rules of Criminal Procedure)".



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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/15/94

[REDACTED] FEDERAL
EXPRESS, 2861 Spankel, telephone [REDACTED] were informed of
the identity of the interviewing Agent and the purpose of the
interview and thereafter made available Xerox copies of the
following FEDERAL EXPRESS Air Operations records [REDACTED]
[REDACTED]

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Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828 - 39
by SA [REDACTED] Date dictated 4/14/94

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FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 4/15/94

FM FBI MEMPHIS (164A-ME-46828) (P)

TO FBI WMFO/PRIORITY/

BT

UNCLAS

CITE: //3440//

SUBJECT: [REDACTED] CRIME ABORAD AIRCRAFT - b6 b7C

ASSAULT ON FLIGHT CREW; OO: ME.

RE MEMPHIS TELETYPE TO FBIHQ DATED 4/7/94 AND MEMPHIS
TELCALL TO [REDACTED] ON 4/12/94.ON 4/7/94, THE CREW OF FEDERAL EXPRESS FLIGHT 705 (FE
705) BOUND FOR SAN JOSE, CALIFORNIA WHERE SAVAGELY ATTACKED BY
AN OFF DUTY FLIGHT CREW MEMBER, [REDACTED] FLYING IN THE
"JUMP SEAT" OF THE AIRCRAFT. THE WEAPONS USED IN THE ASSAULT
WERE TWO SMALL SLEDGE HAMMERS, TWO CLAW HAMMERS, AND A SPEAR
GUN.

[REDACTED]

MANUAL [REDACTED]
 SERIALIZ [REDACTED] [REDACTED]

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Approved: [REDACTED]

Original filename: [REDACTED]

164A-ME-46828-40

Time Received: [REDACTED]

Telprep filename: [REDACTED]

04/15/94

MRI/JULIAN DATE: 126106ISN: 001

FOX DATE & TIME OF ACCEPTANCE:

020167 4/15/94

^PAGE 2 DE ME (164A-ME-46828) UNCLAS

[REDACTED] CHARGED ON 4/8/94 WITH VIOLATION OF TITLE

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18, SECTION 32 (a)(5), ASSAULT ON A FLIGHT CREW MEMBER, AND IS EXPECTED TO ULTIMATELY BE CHARGED WITH AIR PIRACY.

ON 4/12/94, SA [REDACTED] WMFO, TRANSPORTED FE 705

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COCKPIT VOICE RECORDER (CVR) AND FLIGHT DATA RECORDER (FDR) TO THE NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB) LABORATORY FOR PROCESSING AND ANALYSIS. IT WAS ANTICIPATED THAT A VERBAL ACCOUNT OF THE ATTACK HAD BEEN CAPTURED ON THE COCKPIT MICROPHONE OF THE CVR.

ON 4/14/94, [REDACTED] NTSB, TELEPHONE

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NUMBER [REDACTED] ADVISED THAT NTSB'S LABORATORY COMPLETED THEIR PROCESSING OF THE CVR AND FDR. [REDACTED] ADVISED THAT THE NTSB WOULD NOT FORWARD VIA U.S. MAIL THE RESULTS OF THESE FINDINGS AND REQUESTED THAT AN AGENT TAKE CUSTODY OF ITEMS THAT HAD BEEN SENT TO HIS LAB.

WMFO AT WASHINGTON, DC: CONTACT [REDACTED] NTSB AND MAKE ARRANGEMENTS TO TAKE CUSTODY OF THE CVR AND FDR ANALYSIS RESULTS AND FORWARD TO MEMPHIS EXPEDITIOUSLY.

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BT

(Mount Clipping in Space Below)

Suspect left suicide note in jet

FedEx crew list found in apt., FBI says

By Chris Conley
The Commercial Appeal

Auburn Calloway left a suicide note in the Federal Express airplane that landed safely last week after the pilot and two other flight crew members were beaten with a claw hammer.

FBI officials also found a handwritten list of the three crew members' names in Calloway's Parkway Village apartment, FBI special agent Joseph Rinehart said in an affidavit used to ob-

tain a search warrant on Calloway's apartment. There was no indication when that list was made.

"The contents of this (suicide) note indicate the high potential that Calloway planned to commit suicide on the flight," Rinehart said. The note also showed that Calloway "made financial arrangements to take care of dependents and family members in connection with his planned

suicide."

The affidavit did not say how Calloway planned to carry out the suicide. It also did not reveal the contents of the suicide note. Federal officials refused to comment on the note Tuesday.

Calloway, 42, is accused of the April 7 attack on Capt. David Sanders, First Officer James Tucker and Second Officer Andre Peterson as they sat strapped into their seats aboard the San

Jose, Calif.-bound Flight 705. The airplane was 40 miles out of Memphis International Airport over Arkansas.

Calloway, also a FedEx pilot, is said to have smuggled four hammers, a spear gun and a survival knife into the airplane in a guitar case.

As a crew member, Calloway entered the airplane without being screened for weapons. He sat in a jump seat behind the cock-

(Indicate page, name of A-1, A-7 newspaper, c'ty and state.)

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date 4/13/94
Edition, Daily

Title:

Character:

or

Classification:
Submitting Office:

164A-ME-46828

Indexing:

pit as a passenger.

On April 8, a day after the attack, FBI agents searched Calloway's apartment at 3630 Durrand Drive and found a handwritten note with the names Tucker, Peterson and Jim Sanderson (sic) and flight schedule information.

Also found were Calloway's last will and testament, miscellaneous business documents, his FedEx medical identification, First Tennessee Bank receipts,

Please see FEDEX, Page A7

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From Page A1

FedEx

Calloway's military record, and a handwritten note "regarding dive knives, pawn shop clerk, shells, etc."

A man who shared an apartment with Calloway, after seeing the news coverage of the midair attack, called the FBI. He told them he noticed the note, apparently written by Calloway, with the names of the injured crew members of Flight 705.

FedEx officials told FBI special agent Chuck Allison that Calloway made changes in his insurance policy.

What changes were made on the insurance policy have not been revealed.

"It's clear the guy was trying to commit suicide. . . . The guy just went berserk," Frederick W. Smith, founder and chief executive officer of FedEx told The Associated Press in Washington a

day after the attack.

So far, officials have not said what they think the motive is. Calloway was to meet with supervisors April 8 regarding discrepancies in his work history.

One item taken in Calloway's house was a Jan. 16 article from The Commercial Appeal concerning a conflict between FedEx and the Postal Service. Companies have been fined by the Postal Service for using FedEx to transport packages that the Postal Service inspectors said should have been sent by mail.

Calloway was charged in a criminal complaint with willfully performing an act of violence against an individual on a civil aircraft.

If convicted he could face up to 20 years in prison.

Federal officials said he may be charged with air piracy, or hijacking, when the case is presented to a federal grand jury this month.

Air piracy, which is defined as

any seizure of a commercial aircraft or exercise of control, by force or threats, carries a penalty of 20 years to life in prison.

Tuesday, FedEx officials said Calloway has been suspended indefinitely without pay. Calloway has worked 5½ years for FedEx.

Tucker, 42, was listed in satisfactory condition Tuesday, according to Rick Roberts, spokesman for the Regional Medical Center at Memphis. Peterson, 39, had been released from the hospital. Sanders, 49, was treated and released.

The hospital was not giving Calloway's condition, but he was last reported in serious condition. He remains in the jail ward of the hospital.

A date is not set for Calloway's initial appearance and bond hearing before U.S. Magistrate Judge Aaron Brown. The FBI has been told Calloway will not talk to them without a lawyer present.

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state) A-7

THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 4/13/94
Edition: Daily

Title:

Character:

or

Classification: Submittng Office: 164A-ME-46828

Indexing:

FAA will gather comment on proposal for cargo crew check

By James W. Brosnan
The Commercial Appeal
Washington Bureau

WASHINGTON — The Federal Aviation Administration said Tuesday it will seek public comment on whether it should require cargo plane crew members to go through a security screening before boarding.

The FAA comments followed by four days an attack by a hammer-wielding, off-duty pilot on three Federal Express crew members. The comments respond to earlier recommendations of an FAA advisory panel headed by airport operators and employees.

The industry and public will be asked to comment on a "notice of proposed rule making" in October, said FAA spokesman Fraser Jones.

A notice is only the initial stage of rule making and does not mean FAA will actually issue the regulation.

Cargo carriers have been exempt from the 1987 rule that requires crews of passenger airlines to go through some security checks before boarding

planes.

At most airports the rule means that passenger airline crews go through the same metal detectors as passengers.

But at some airports where airlines have hub operations, for instance American at Dallas-Fort Worth or Northwest at Detroit, pilots can use an electronic key card to enter a restricted operations center and then go on the airplanes without going through a metal detector.

Jones said the new rule could require airports to devise security plans that extend to cargo carriers.

The Airports Council International North America chapter has pushed for such a regulation through an FAA security advisory committee it co-chairs.

Michael Stephens, director of security and information systems for the council, said the new rule would require some security system, but not necessarily metal detectors for cargo crews at all airports.

One issue certain to be raised is cost. Most cargo operations are separate from passenger terminals and would require installation of new security systems.

The Air Line Pilots Association is pushing provisions in an FAA reauthorization bill that would allow the use of tax dollars to pay for card-access systems at all airports. But Stephens said airport operators believe that cost should be borne by the airlines.

Federal Express spokesman Tom Martin said it was premature to comment on the FAA rule-making procedure. He also said it was premature to comment on what changes Federal Express might make in its own procedures until the investigation into last Thursday's incident is completed.

Auburn Calloway, 42, a company pilot, was aboard a DC10 bound for San Jose, Calif., as a passenger. He is accused of attacking the three crew members with a claw hammer, one of four carried aboard in a guitar case. Also found in the case was a spear gun and a knife.

Federal Express allows employees to ride as passengers in two open jump seats on its cargo planes. Most are required to go through metal detectors but not pilots such as Calloway.

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DOJ

114-11828-43

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FBI MEMPHIS			
[Redacted]			

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

white male, date of birth

b6
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[redacted] was advised of the identities of the interviewing Agents and the purpose for the interview. The interview was conducted at the REGIONAL MEDICAL CENTER, Memphis, Tennessee. Also present was FEDERAL EXPRESS employee [redacted] provided the following information:

[redacted]

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This flight was scheduled to leave at approximately 3:10 p.m. on April 7, 1994. [redacted] arrived for the flight later than usual. Upon his arrival at the flight, he encountered [redacted], a Federal Express employee, at the entrance.

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[redacted]

[redacted] did not engage in any extensive conversations.

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b7C

As [redacted] was making his last run through his assignments prior to the flight, [redacted]

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[redacted] As he was approaching the cabin prior to departure, he noted that there was a guitar case between the smoke curtain and the 9G net. He assumed that this guitar case belonged [redacted]

[redacted]

Investigation on 4/7/94 at Memphis, Tennessee File # 164A-ME-46828
by SA [redacted] Date dictated 4/8/94

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164A-ME-46828

Continuation of FD-302 of [redacted]

, On 4/7/94, Page 2 b6
b7C

[redacted] stayed in the back jumpseat as the flight began. [redacted] recalls that when the flight was going through approximately 18,000 feet, he noticed that [redacted]

[redacted] He did not see anything [redacted] but recalls being hit over the head. [redacted] then began hitting the other crew members. [redacted] saw one of the other crew members getting out of his front seat. [redacted] could not see [redacted] but saw a speargun [redacted] [redacted] then grabbed the spear out of the speargun.

[redacted] the crew members then pushed [redacted] to the back of the plane and attempted to get control of [redacted] A struggle ensued in the back of the plane with [redacted]

At some point, all three crew members were in the back of the plane struggling [redacted]

As they were attempting to land, [redacted]

After the plane was on the ground, [redacted]

164A-ME-46828

Continuation of FD-302 of

[redacted], On 4/7/94, Page 3 b6
b7C



incident. [redacted] could provide no further details regarding the

(Mount Clipping in Space Below)

(Indicate page, name of A-1, A-10 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date: 4/20/94

Edition: Daily

Title:

Character:

or

Classification:

Submitting Office:

164A-ME-46828

Indexing:

FedEx 705

“We need an ambulance and we need armed intervention”

By Dave Hirschman
The Commercial Appeal

At times the pilots aboard Federal Express Flight 705 sounded breathless, dazed as they fought off an on-board attacker and notified air traffic controllers of their plight.

Shouts could be heard over the cockpit radio. And for a while, about a minute and a half, air traffic controllers could not make contact with crew members who put the wide-bodied jet on automatic pilot and left the cockpit while they struggled to subdue the assailant.

About 25 minutes after the initial call for help, the FedEx jet landed safely at Memphis International Airport and Auburn Calloway, a FedEx employee who boarded the plane as a

passenger, was taken into custody.

Federal Aviation Administration tapes obtained Tuesday by The Commercial Appeal under provisions of the U.S. Freedom of Information Act give the first minute-by-minute account of the attempted takeover of a FedEx DC10 during an April 7 flight to San Jose, Calif.

The three crew members were attacked as their jet climbed through 18,000 feet about 40 miles west of Memphis. Capt. Dave Sanders, co-pilot Jim Tucker and flight engineer Andy Peterson battled Calloway, a FedEx flight engineer and martial arts expert who was armed with several hammers, a knife and a speargun.

Investigators said Calloway intended to commit suicide by overpowering the crew and intentionally crashing the three-engine, 500,000-pound jet. Calloway has been charged with

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performing an act of violence against an individual on a civil aircraft, a federal offense carrying up to 20 years in jail. He could also face a grand jury indictment on air piracy charges.

Tucker and Peterson were critically injured in the attack. Sanders suffered deep cuts and bruises. The three have been treated and released from the Regional Medical Center at Memphis.

Calloway also was critically hurt. He remains hospitalized at The Med.

The first voice from the aircraft was Tucker, who violently maneuvered the heavily loaded jet to throw Calloway off balance. The second voice was Sanders, a 20-year FedEx veteran, who was alone in the cockpit when he landed.

The following is a transcript of communications between the DC10 and controllers at the Air Route Traffic Control Center and Memphis

International Airport (times are approximate):

3:41 p.m. FDX705 (Tucker) — Center, center emergency!

3:41 Center — Aircraft with emergency go ahead.

3:41 — (Sound of microphone being keyed.)

3:41 Center — Aircraft with emergency say again.

3:41 Center — Aircraft with emergency say again.

3:41 FDX705 — I've been wounded. We've had an attempted takeover on board the airplane. Give me a vector please back to Memphis at this time. Hurry.

3:41 Center — Express seven zero five fly

Please see **FEDEX**, Page A10

From Page A1

FedEx

heading zero niner five direct Memphis.

3:41 FDX705 — Alert the airport facility.

3:42 FDX705 — Hey Memphis, you still with me?

3:42 Center — Affirmative Express seven zero five. Yes sir.

3:42 Center — Express seven zero five, descend, maintain one zero thousand (10,000 feet altitude).

3:42 FDX705 — Listen. Hey Center (unintelligible sounds from cockpit). Center give me a heading to Memphis.

3:42 Center — Express seven zero five fly heading of zero niner zero vector direct Memphis.

3:42 FDX705 — Zero niner zero, roger. This is an emergency.

3:42 Center — Express seven zero five descend and maintain one zero thousand.

3:43 FDX705 — One zero thousand, OK. Keep me advised, where is Memphis?

3:43 Center — Express seven zero five, fly heading of zero niner zero and the airport's at 43 miles, 12 o'clock.

3:43 FDX705 — OK. Say my direction to Memphis.

3:43 Center — Express seven zero five, you're eastbound at this time, and it'll be about 12:30, one o'clock.

3:43 FDX705 — Look, just keep talking to me. OK?

3:43 Center — Express seven zero five affirmative. Need an ambulance standing by we'll get that for you.

3:43 FDX705 — OK. We need an ambulance and we need armed intervention as well.

3:43 Center — Express seven zero five descend and maintain five thousand.

3:43 FDX705 — Down to five thousand feet, roger.

Controllers at the Air Route Traffic Control Center on Democrat Road notify approach controllers at Memphis International Airport of the emergency. Approach controllers will monitor the plane and direct it toward the airport.

3:43 Center — Express seven zero five. We have an emergency. He's turning back direct Memphis. He had an attempted takeover. He is wounded at this time.

3:43 Approach — An attempted takeover?

3:43 Center — Affirmative. He's north of Forrest City by about eight miles at this time. He's descending to one zero thousand.

3:43 Approach — OK. Radar contact and put him on (radio frequency) nineteen one.

3:43 Center — He's requesting emergency medical assistance.

3:43 Approach — Thanks, radar contact.

Controllers at the Air Route Traffic Control Center re-establish radio contact with the FedEx jet.

3:43 Center — Express seven zero five, contact Memphis Approach on (radio frequency) one one niner point one. They know about your emergency. They'll have (a lower altitude) for you and assistance.

3:44 Center — Express seven zero five, contact Memphis Approach on one one nine point one. They're aware of your emergency.

3:44 FDX705 — Request a single-frequency approach. (Indicates pilot is too busy to change radio frequencies.)

3:44 Center — A single-frequency approach. We'll pass that on — one one zero point one. Express seven zero five.

3:44 FDX705 — Nineteen point one...

3:45 Approach — Express seven zero five heavy, how do you hear?

3:45 (No response.)

At this point air traffic controllers tell other aircraft to leave the radio frequency. Controllers temporarily lose contact with the FedEx jet and begin talking to each other.

3:45 Approach — Yeah, did you ship seven zero five heavy?

3:45 Center — Affirmative. Nineteen one. He was on a ninety...

3:45 Approach — I don't know what's going on now. He's heading northeast bound, not talking to me.

3:45 Center — Yeah, He's been wounded. He sounds like he's in bad shape.

3:45 Approach — OK.

3:45 Center — If he comes back over I'll try and get him directed toward the airport.

3:45 Approach — Well, did they subdue the assailants or what?

3:45 Center — They're not sure. I heard some noise in the background, hollering. Sounded like he'd been, he said he'd been injured. He didn't say if he'd been shot. But he said he needed assistance towards the airport.

3:45 Approach — OK. If he comes back to you tell him to expect runway nine and put him on me.

3:45 Center — OK.

No radio transmissions take place between FedEx Flight 705 and air traffic controllers for at least 95 seconds. Then Sanders comes on the frequency.

3:46 FDX705 (Sanders) — Memphis, can you hear me?

3:46 Approach — Is this Express seven zero five heavy?

3:46 FDX705 — Seven oh five, yes.

3:46 Approach — Seven zero five, Memphis, roger. I do hear you. You can proceed direct Memphis if able. Expect runway nine. Altimeter three zero two nine.

3:47 FDX705 — Do you understand we're declaring an emergency. We need security to meet the airplane. We'll stop it on the runway if we can.

3:47 Approach — Express seven zero five heavy, that's affirmative. All that's been taken care of. Security will be available as well as medical assistance.

3:47 Approach — Express seven zero five heavy, proceed

direct Memphis, descend at your discretion. And the localizer (a navigational radio signal) is on for runway nine.

3:48 FDX705 — We're headed that way now, I think.

3:48 Approach — Express seven zero five heavy, is the situation under control or is it still in progress?

3:48 FDX705 — We appear to have it under control.

3:48 Approach — Roger.

3:48 FDX705 — (Keys microphone.)

3:48 FDX705 — Memphis, seven oh five, understand we need some medical personnel to meet us, also.

3:48 Approach — Express seven zero five heavy, roger, that's being taken care of. They'll meet you there.

3:49 Approach — Express seven zero five heavy, are you able to turn toward the airport?

3:49 FDX705 — Yeah, give me a vector (compass direction toward the airport).

3:49 Approach — OK, express seven zero five heavy, fly heading one zero zero vectors Memphis.

3:49 FDX705 — We're turning toward the airport now.

3:49 Approach — Yeah, left turn, heading one zero zero.

3:49 FDX705 — One zero zero, express seven oh five.

3:49 FDX705 — Express seven oh five, I'm going to descend down to seven thousand, proceed into Memphis.

3:49 Approach — Seven zero five heavy, roger, descend at your discretion.

3:50 Approach — Express seven zero five heavy, if able you can pick up the localizer for runway nine and track it inbound.

3:50 FDX705 — Give me that frequency please.

3:50 Approach — Yeah, the runway nine localizer is one zero nine point five.

3:50 FDX705 — One oh nine five, thank you.

3:50 FDX705 — Zero eight nine inbound?

3:50 Approach — Affirmative.

3:50 Approach — Express seven zero five heavy, if able, when you can, I'd like to know your fuel on board and number of persons on board.

3:51 FDX705 — OK, we'll get to you in just a second.

3:51 Approach — Roger, no rush.

3:52 Approach — Express seven zero five heavy, is that localizer coming in now?

3:52 FDX705 — Yeah, we're on the localizer now, descending.

3:53 Approach — Roger. Are you on the visual? Do you want to shoot the ILS (Instrument Landing System) or just the visual? (The controller asks whether Sanders prefers to fly the approach visually or by reference to instruments).

3:53 FDX705 — I'll follow the ILS down and take a visual.

3:53 Approach — Roger, express seven zero five heavy, pilot discretion. Maintain two thousand (feet altitude) and advise when you get the airport in sight.

3:53 FDX705 — Seven oh five, I'll advise.

3:54 Approach — OK, you're three one, thirty-one miles west of the airport.

3:54 FDX705 — Thank you, sir.

3:56 Approach — Express seven zero five heavy, you're about twenty-five miles from the airport and I'll be making a transmission to you every thirty, forty-five seconds, just to stay in touch.

3:57 Approach — Express seven zero five heavy, you're twenty miles from the airport. And do you have that fuel and passenger information?

3:58 FDX705 — We've got four on board, eighty-six, uh, eighty-five thousand I think on the fuel. Four souls.

3:59 Approach — Roger, express seven zero five heavy. How many people should security be looking for?

3:59 FDX705 — Four.

3:59 Approach — OK, I mean how many involved in the action?

4:00 FDX705 — Everybody has been injured. There's one person that lost it. The jumpseat passenger is the one that attacked the crew.

4:00 Approach — OK, thanks.

4:02 Approach — Express seven zero five heavy, verify the situation is still under control.

4:02 FDX705 — Well, it's sort of under control.

4:02 Approach — OK.

4:03 Approach — Express seven zero five heavy, you're fifteen miles from the airport, about fourteen miles. Advise when you get it in sight.

4:03 FDX705 — I have it in sight.

4:03 Approach — Express seven zero five heavy is cleared, visual approach runway nine. Express seven zero five heavy the wind is zero three zero at five, you are clear to land, runway nine.

4:03 FDX705 — Cleared to land.

4:03 Approach — Roger.

4:04 Approach — Express seven zero five heavy, you're about 6½ miles from the (runway) threshold. If able, when you're on the ground, advise when you're on the ground. I won't make any more transmissions to you at this time.

4:04 FDX705 — (Keys mike to acknowledge.)

4:05 FDX705 — I'm coming around to (runway) three six left.

4:05 Approach — OK, express seven zero five heavy, runway three six left. Clear to land. Cleared for visual approach runway three six left. You are clear to land. The wind is zero five zero at eight.

4:06 Approach — Express seven zero five heavy, all the emergency equipment will be on frequency one two one point nine.

4:06 FDX705 (Keys mike to acknowledge.)

Airplane touches down and rolls to a stop on runway 36 left.

4:07 FDX705 — Get here now! Get over here in a hurry!

4:08 Approach — OK, Express seven zero five, help is on the way. Frequency change approved. The emergency equipment is on one two one point nine.

SOME AVIATION TERMS, PHRASES

Here are some of the aviation terms and phrases that appear frequently in the transcript of the communications between Federal Express Flight 705 and Federal Aviation Administration air traffic controllers.

Express seven zero five: Federal Express Flight 705, a fully loaded DC10 aircraft.

Center: Air Route Traffic Control Center located on Democrat Road near Memphis International Airport. Air traffic controllers there monitor planes on radar and guide them throughout the Mid-South.

Vector: A compass heading issued to an aircraft to provide navigational guidance by radar.

Zero nine zero vector: Directs pilot to turn the airplane to a compass heading of 90 degrees, or east.

Approach: Approach controllers at Memphis International monitor arriving and departing aircraft on radar screens within 35 miles of the airport.

Heavy: Refers to the aircraft being a wide-bodied plane.

Localizer: A navigational radio signal that provides course guidance to the runway.

Runway nine: The east-facing runway at Memphis International Airport.

ILS: Instrument Landing System, an extremely precise navigational system that combines course and altitude information for arriving aircraft. ILS usually is used in low visibility conditions.



By Dave Darnell

When the jet landed, the pilot radioed: "Get here now! Get over here in a hurry!"



Media Advisory

Update on FedEx Flight 705

Public Relations
2005 Corporate Avenue
First Floor
Memphis, TN 38132
901 395-3460
U.S. Mail: Box 727
Memphis, TN 38194-1850

April 8, 1994--Memphis, TN--Federal Express was informed today at 4:00 p.m. that the FBI has brought charges against Auburn Calloway in the incident involving FedEx Flight 705.

Federal Express has been cooperating fully with the FBI in its investigation and will continue to do so.

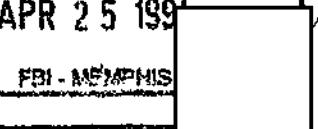
"We are pleased that the FBI has completed its preliminary investigation swiftly and thoroughly and that charges have been filed," said Ted Weise, Sr. vice president Air Operations. "Naturally, we will continue to do whatever we can to assist in the ongoing investigation. The flight crew continues to improve, according to the hospital. We are extremely pleased they are recovering."

The company also confirmed that Calloway was scheduled to meet with his management today in a preliminary hearing to discuss discrepancies in his personnel records. Since the meeting never took place, it is impossible to predict what the outcome of that discussion would have been.

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Contacts: 

114A-ME-46828-15

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FBI - MEMPHIS	
	

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164A.112-46828-
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SEARCHED	INDEXED
SERIALIZED	FILED
APR 20 1994	
FBI - MEMPHIS	
[Redacted]	

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OFFENSE INFORMATION

OFFENSE/INCIDENT ASSAULT/AGGRAVATED

LOC OCCUR 2491 / WINCHESTER / / DIST 0 321 METER 063410
OCCURRED ON TH DATE 94/04/07 TIME 2013 REPRT DATE 94/04/07 TIME 2013

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VICTIM INFORMATION

VICTIM
RES ADDR
CITY-STATE-ZIP
BUSINESS NAME SEX M RACE AGE
DOB MARITAL STAT
RES PHONE
BUREAU VICT TO CALL HOMICIDE

SUSPECT INFORMATION

b7C

NAME SEX M RACE AGE AKA DOB COMPLEX Demeanor GEN APPR BUILD

M.O. INFORMATION

PLACE OF ATTACK OTHER DESC OF AREA BUSINESS TARGETS PERSON / SECURITY USED WEAPON USED OTHER WEAPON TYPE SUSP ACTIONS INJURED VICT /

ADMINISTRATIVE INFORMATION

REPORTING OFFICER ARRIVED 94/04/07 TIME 1602 INCIDENT STATUS CODE PENDING DATE

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NARRATIVE INFORMATION

FOR FURTHER INFO., SEE MEMO #940407-2067.

RDW 940407 2135

SEARCHED	INDEXED
SERIALIZED	FILED
APR 10 1994	
MEMPHIS POLICE DEPARTMENT	

MEMO INFORMATION

TO: HOMICIDE

TIME: 2028

FROM: [REDACTED]

SUBJECT: REF. R & I 940407-2055

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ON 94-04-07 AT 1553 HRS., THIS WRITER AND OTHERS RECEIVED A CALL TO 2491 WINCHESTER, INTERNATIONAL AIRPORT. WE WERE ADVISED A DC10 HAD BEEN STOLEN AND WERE TO MEET SECURITY AT THE FRONT OF THE TERMINAL. OTHER OFFICERS WERE SENT TO THE 33 ENGINE HOUSE AT THE AIRPORT. UPON ARRIVAL, THIS WRITER WENT TO AN AREA DESTINATED FOR EMERGENCY RESPONSE PERSONNEL. THE FOLLOWING INFO. WAS LEARNED: AT 1605 HRS, A FEDERAL EXPRESS DC10 WITH 4 PERSON ON BOARD WAS ON THE GROUND. THERE WAS 3 CREW MEMBERS AND 1 ASSAILANT. THE CREW MEMBERS HAD BEEN ATTACKED WHILE IN THE AIR WITH A HAMMER BY LATER ID'ED SUSPECT [REDACTED]. THE SUSPECT WAS ALLEGED TO HAVE BEEN A FLIGHT CREW MEMBER FOR FEDERAL EXPRESS. AT 1554 HRS. ALL CREW MEMBERS HAD BEEN REPORTED INJURED AT THE TIME WITH AND UNK. WEAPON AND WITH NO OTHER INFO. AT 1616, A SUSPECT WAS IN CUSTODY. THE 3 CREW MEMBERS WERE TRANSPORTED TO THE MED BY FDA [REDACTED]

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[REDACTED] RODE WITH THE SUSPECT TO THE MED. THE SUSPECT WAS LISTED [REDACTED] WITH INJURIES [REDACTED] HE HAD BEEN TRANSPORTED BY THE FDA. [REDACTED]

[REDACTED] HOMICIDE SQUAD, BUT ASSIGNED TO VIOLENT CRIMES TASK FORCE, MADE THE SCENE AT THE MED. [REDACTED] MADE THE SCENE. FBI SPECIAL AGENT, [REDACTED] IS CASE AGENT. PHOTOS OF THE CRIME SCENE

AREA INSIDE THE PLANE WERE TAKEN [REDACTED]

FBI [REDACTED] TOOK PHOTOS OF THE SUSPECT AND THE VICTIMS AT THE HOSPITAL. [REDACTED] MADE THE SCENE AT THE MED. THE SUSPECT WHO CAME TO THE HOSPITAL [REDACTED]

WRITER UNABLE TO INTERVIEW [REDACTED]

VICTIMS OR SUSPECT. [REDACTED]

RDN 940407 2045

RECORD OF ARREST

MEMPHIS POLICE DEPARTMENT

1. Day Thur 94/04/07	Date 1230	Time	2. Location of Arrest 877 Jefferson	District 321	Section EAST			
4. Name	5. Aliases-Nickname			6. Driver's License No. & State			b6 b7C	
8. Occupation Flight CREW				Where Employed FED X		9. Soc. Sec. No.		
10. Residence Street AT LARGE	City	State		11. Weapon-Make & Model HAMMER	Serial No. of Weapon	12. Property Receipt No.		
13. Vehicle Driven by Arrestee	License Number & State			Disposition of Vehicle	Accident Involved	Yes <input type="checkbox"/> No <input type="checkbox"/>	Vehicle I.D. Number	
14. Arrested With	15. Indicate I.S.D. Section Involved Hold For Homicide						17. Sheriff's R & I No.	
18. Complainant's Name	Age	Sex	Race	Residence Address	Residence Phone		Business Phone	
19. Witness	Age	Sex	Race	Residence Address	Residence Phone		Business Phone	
20. Charges and Court Action (3 counts)	Assault / Aggravated			TCA 39-13-102	Date	Hour	Div.	Disposition
								b6 b7C
				Car No.	Transported by:			
Investigating Officer	Emp. #	Investigating Officer	Emp. #	Assigned	Supervisor Approv.			
22. Narrative Defendant attacked and assaulted 3 Federal Express employees with a hammer while onboard an airplane. After landing the airplane, the pilot and 2 crew members held defendant until he could be arrested. Defendant and crew members were transported to the Medevac F.D.A. Ambulance								
Right Thumbprint								

b6
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MEMPHIS POLICE DEPARTMENT
REGIONAL MEDICAL CENTER
HOLD TICKET

--	--

DATE: 4-7-94 TIME ARRIVED: 1230

ADDRESS: AT LARGE

CITY: _____ STATE: _____

SEX: m RACE: B DOB:

--

TRANSPORTING OFFICER:

--

CHARGES: Agg. ASSAULT (3) STATUS: _____

AGENCY: MPD

INTAKE OFFICER: _____ SHIFT: _____

SYMPTOMS



b6
b7C

Rode in Ambulance w/suspect and
2 paramedics.

25
3/4

fighting when he first went into ambulance

FBI CASE AGENT
575-9645



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b7E

RECORD OF ARREST

MEMPHIS POLICE DEPARTMENT

1. Day	Date	Time	2. Location of Arrest						District	Section	3. Booking No.				
4. Name			Last	First	Middle			5. Aliases-Nickname			6. Driver's License No. & State				
7. Date of Birth		Age	Sex	Race	HT	WT	Hair	Eyes	Comp.	Scars	8. Occupation	Where Employed	9. Soc. Sec. No.		
10. Residence		Street	City	State		11. Weapon-Make & Model			Serial No. of Weapon			12. Property Receipt No.			
13. Vehicle Driven by Arrestee			License Number & State				Disposition of Vehicle			Accident Involved	Yes <input type="checkbox"/> No <input type="checkbox"/>	Vehicle I.D. Number			
14. Arrested With			15. Indicate I.S.D. Section Involved						16. Offense Report No.			17. Sheriff's R & I No.			
18. Complainant's Name			Age	Sex	Race	Residence Address				Residence Phone		Business Phone			
19. Witness			Age	Sex	Race	Residence Address				Residence Phone		Business Phone			
20. Charges and Court Action												Date	Hour	Div.	Disposition
21. Arresting Officer		Emp. #	Arresting Officer			Emp. #	Car No.	Transported by:							
Investigating Officer		Emp. #	Investigating Officer			Emp. #	Assigned	Supervisor Approv.							
22. Narrative															
       															
Right Thumbprint															

164A-ME-46828-47

SEARCHED	
SERIALIZED	
APR 20 1994	
FBI - MEMPHIS	

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MEMPHIS POLICE DEPARTMENT CRIME SCENE REPORT

94-04-07

1. DAY DATE TIME OF CALL THUR 11-7-94 1653	2. LOCATION OF CALL MEMPHIS INTERNATIONAL AIRPORT	3. CALL NO.	4. DISTRICT 321	5. UNIT NUMBER 2055
6. VICTIM (IF VICTIM IS BUSINESS) SEX: RACE, AGE		7. BUSINESS ADDRESS 8. BUSINESS PHONE		
M: W:				

b6

b7C

9. RESIDENCE ADDRESS	10. RESIDENCE PHONE	11. OFFICER OR BUREAU REQUESTING SERVICES FBI AGENT		
----------------------	---------------------	--	--	--

12. TYPE VEHICLE PROCESSED	LICENSE NUMBER	STATE	YEAR	COLOR	ID NUMBER
----------------------------	----------------	-------	------	-------	-----------

13. PHOTOS YES NO <input checked="" type="checkbox"/> <input type="checkbox"/>	14. SKETCH YES NO <input checked="" type="checkbox"/> <input type="checkbox"/>	15. PROCESSED FOR LATENT PRINTS YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	16. RESULTS Photos, sketch, tagged evidence
---	---	--	--

17. EVIDENCE GATHERED AT SCENE 1-PEN, 1 YELLOW PAPER WITH WRITING, 1 GUITAR CASE, 1 TIG, 1 MMH, 1 PAIR SUNGLASSES, 1 WATCH, 1 BLACK HAT, 2 BLACK BAGS, #17.19, 1 KNIFE, 1 SDNA GUN, 1 MP32166		18. PROPERTY NUMBER 94-271265-69-70-71
--	--	---

19. NARRATIVE

REF: SKY JACKING AND ASSAULTED ASSAULT
SUSPECT!

b6

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Additional victims:

b6

b7C

AT 1600 HOURS ON 11-7-94

RECEIVED A CALL TO MEET THE FBI ON RUNWAY 36L AT THE MEMPHIS INTERNATIONAL AIRPORT. AT 1620 HOURS UPON ARRIVING ON THE SCENE

RECEIVED A REQUEST FROM FBI AGENTS

TO TAKE PHOTOS OF A FEDERAL EXPRESS PLANE.

DID TAKE PHOTOS OF THE OUTSIDE OF A FEDERAL EXPRESS PLANE A DC 10-30 TAIL NUMBER N306FF SERIAL NUMBER 45237. THE PLANE WAS ON RUNWAY 36L, FACING NORTH 60 FEET SOUTH OF TURN M6.

THEN WENT TO A LOCATION TO THE RIGHT SIDE DOOR OF THE PLANE AND ENTERED THE PASSENGER COMPARTMENT AND BEGAN TAKING PHOTOS. HE THEN EXITED THE COCKPIT AND TOOK PHOTOS AND THEN EXITED THE PLANE.

AT 1723 HOURS

ARRIVED ON THE

SCENE. THERE WAS AN EMERGENCY CHUTE HANGING FROM THE RIGHT DOOR AND LEFT DOOR WITH A FIRE DEPARTMENT LADDER AT THE RIGHT SIDE.

DID LOCATE A PEN, AND A YELLOW PIECE OF PAPER WITH WRITING ON IT BY THE CHUTE FROM THE LEFT SIDE OF THE PLANE.

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SEARCHED	INDEXED
SERIALIZED	FILED

NARRATIVE CONTINUED:

THE EMERGENCY CHUTTS WERE REMOVED AND A TOWMOTOR WAS HOOKED TO THE AIRCRAFT AND TOWED TO THE STAGING AREA OF FEDERAL EXPRESS.

AT THIS TIME THE OFFICERS WERE INFORMED BY THE DISPATCHER THAT THE AIRPORT POLICE HAD FOUND A BLACK BAG NEAR THE CHUTE ON THE RIGHT SIDE OF THE AIRCRAFT. THE BAG WAS GIVEN TO THE AIRPORT POLICE, WHO DELIVERED THE BAG.

[REDACTED] ENTERED THE AIRCRAFT AND BEGAN TO CONDUCT A CRIME SCENE INVESTIGATION UNDER THE DIRECTIONS OF FBC AGENTS. PHOTOGRAPHS WERE AGAIN TAKEN OF THE INTERIOR OF THE PASSENGER COMPARTMENT. THERE WAS BLOOD OR WHAT APPEARED TO BE BLOOD ON THE FLOOR OF THE AIRCRAFT FROM THE RIGHT SIDE TO THE LEFT SIDE. ALSO ON THE WALLS, 2 JUMP SEATS, A SMOKE SCREEN DIVIDER BETWEEN THE CARGO AREA AND PASSENGER COMPARTMENT. THERE WAS A TRAIL OF BLOOD GOING UNDER THE SMOKE SCREEN INTO THE CARGO AREA. THE SCREEN WAS UNZIPPED AND PHOTOS WERE TAKEN OF THE BLOOD THAT HAD RUN UNDER AND INTO THE CARGO AREA.

PHOTOS WERE ALSO TAKEN OF A SHORT HANDLE SLEDGE HAMMER WITH BLOOD COVERING ON TOP OF A ICE CHEST AT THE REAR CENTER OF THE PASSENGER COMPARTMENT, A LARGE PUDDLE OF BLOOD BY THE REAR OF THE LEFT DOOR WITH A PAIR OF BROKEN BLOOD COVERED SUNGLASSES. THE FIRE EXTINGUISHER HAD BEEN REMOVED FROM THE BRACKET AND WAS LYING IN THE LEFT REAR CORNER OF THE PASSENGER COMPARTMENT. A LARGE AMOUNT OF BLOOD WAS ALSO ON THE SMOKE SCREEN.

ON THE LEFT SIDE OF THE PASSENGER COMPARTMENT THERE WAS TWO JUMP SEATS FACING THE REAR OF THE PLANE. THE SEATS HAD A LARGE AMOUNT OF BLOOD ON THEM AND THE WALL SURROUNDING THEM. ON THE SEATS THERE WAS AN EMPTY BLACK GUITAR CASE WITH BLOOD ON IT. ON TOP WAS A CLAW HAMMER WITH BLOOD ON IT. ON THE RIGHT SLAT WAS A SHORT HANDLE SLEDGE HAMMER WITH A LARGE AMOUNT OF BLOOD ON SAME, AND A LARGE BLACK BAG.

THERE WAS BLOOD ON THE WALLS LEADING TO THE COCKPIT ALSO THE FLOOR. THE OFFICERS THEN ENTERED THE COCKPIT. THE SEAT FOR THE SECOND OFFICER HAD A LARGE AMOUNT OF BLOOD ON IT. THE FLOOR AROUND SAME AND THE INSTRUMENT PANEL AND DESK WERE COVERED WITH BLOOD. ON THE FLOOR BETWEEN THE 2nd OFFICERS SEAT AND 1st OFFICERS SEAT WAS A CLAW HAMMER WITH BLOOD ON IT. THE 1st OFFICERS SEAT AND CAPTAIN SEAT HAD BLOOD ON THEM. THERE WAS ALSO BLOOD SPOTS ON THE CONSOLE BETWEEN THE CAPTAIN AND 1st OFFICERS SEATS. THERE WAS ALSO SMALL BLOOD SPOTS ON THE FORWARD CONSOLE.

THERE WAS ALSO A LEVIR PULLED DOWN FROM THE UPPER FORWARD CONSOLE. UPON EXITING THE COCKPIT AND PICKING UP THE GUITAR CASE THERE WAS A MAGNUM 700 SPEAR GUN WITH ACCESSORIES AND CASE.

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NARRATIVE CONTINUED:

AT THIS TIME THE OFFICER STATED THAT AFTER TURNING OFF THE SUSPECT [REDACTED]

WAS A PASSENGER AND ALSO AN OFF DUTY FEDERAL EXPRESS EMPLOYEE
HAD ATTACKED THE PILOT, 1ST OFFICER AND 2ND OFFICER WITH HAMMERS.

THE PILOT [REDACTED] WAS ABLE TO RETURN THE PLANE
AND LANDING SAME.

UPON EXITING THE AIR CRAFT PHOTOS WERE TAKEN OF THE
DAMAGED DOOR TO THE RIGHT ENGINE AND BOTH SIDES OF THE
ELEVATOR WINGS.

ALL ITEMS LISTED ABOVE WERE TAGGED IN THE PROPERTY
AND EVIDENCE ROOM UNTIL RECEIPTS NUMBERS 94-291268, 94-291269
94-2912-70-94-291271

THE FLIGHT RECORDER WAS REMOVED BY FEDERAL EXPRESS EMPLOYEES
[REDACTED] WITH PERMISSION
FROM THE FBI AGENTS.

CC: Homicide
FBI
CRIME SCENE

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MEMPHIS POLICE DEPARTMENT
INVESTIGATIVE SERVICES DIVISION
CRIME SCENE SQUAD

EVIDENCE LOG

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b7c

VICTIM:	CRIME: SKYJACKED ASS ASSAULT		R. & I. NO.: 94-47-2055		
LOCATION: Memphis INT Airport	DATE: 4-7-94		C.S.S. NO.:		
TEAM MEMBERS:					
OBJECT - (Describe).	LOCATION	FOUND BY	HOW MARKED	TIME	RECEIPT NO.
1. Claw hammer	Floor left front engineer chair			1930P	
2. Sledge hammer short handle	PASS COMPART CARGO ON ICE CHEST / Smoke screen	"		"	
3. Scuba magazine	Floor L/Rear PASS COMPART	"		"	
4. Tote bag - personal items	Floor L/Rear PASS COMPART	"		"	
5. black handle	ON ICE BOX PASS COMPART	"		"	
6. watch broken wrist band	Floor L/Rear PASS COMPART	"		"	
7. bloody sunglasses	FLOOR L/Rear PASS COMPART	"		"	
8. GUITAR CASE	ON DOUBLE SEAT PASS COMPART	"		"	
9. CLAWhammer	ON GUITAR CASE PASS	"		"	
10. Sledge hammer	ON SEAT A/GUITAR CASE	"		"	
11. hunting knife w/sheath	ON GUITAR CASE	"		"	
12. SPENR GUN IN CASE	ON GUITAR CASE	"		"	
13. black bag / asso. papers	ON SEAT NO 11 GUITAR CASE	"		"	
14. black bag #510.22 ID papers	ON RUNWAY 36L	Airport Police	1600P	b6 b7c	
15. Penny/ yellow paper	ON RUNWAY 36L			1630P	

MEMPHIS POLICE DEPARTMENT
INVESTIGATIVE SERVICES DIVISION
CRIME SCENE SQUAD

NORTH



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b7C

TYPE OF CASE: Sky Jack + ASS. ASSAULT VICTIM:

LOCATION: Memphis INT Airport

DATE: 4-7-94

R&I#: 94-4-7-2055

OFFICERS:

KEY:

<u>1</u> claw hammer	<u>6</u> watch	<u>11</u> hunting knife
<u>2</u> sledge hammer	<u>7</u> bloody sunglasses	<u>12</u> spear gun
<u>3</u> Scruba magazine	<u>8</u> guitar case	<u>13</u> black bag
<u>4</u> Green tote bag	<u>9</u> claw hammer	
<u>5</u> black handle	<u>10</u> sledge hammer	

b7E

INVESTIGATIVE SERVICES DIVISION
CRIME SCENE SQUAD

NORTH



b6
b7c

TYPE OF CASE: Sky Jack + ASS ASSAULT VICTIM: _____

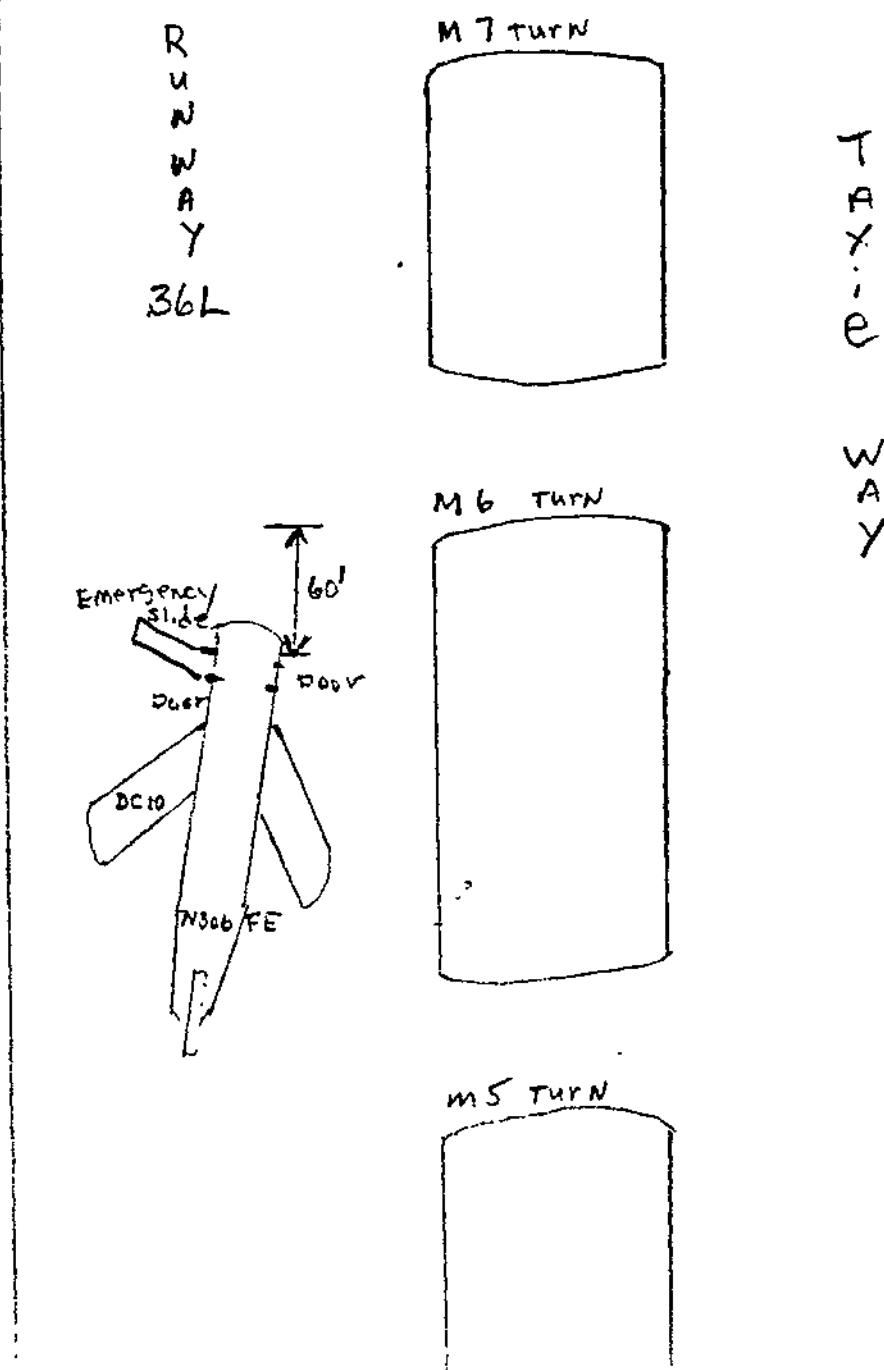
LOCATION: Memphis INT Airport

DATE: 4-7-94

R&I#: 94-4-7-2055

OFFICERS: _____

KEY: _____



RECEIPT DATE: 04-07-94

RECEIPT TIME: 22:38

PROPERTY RECEIPT

RECEIPT NUMBER: 04-21271

OFFICE#-1: [REDACTED]

OFFICE#-2: [REDACTED]

CAR NUMBER: [REDACTED]

1ST DEF NAME: [REDACTED]

ADDRESS: [REDACTED]

2ND DEF NAME: [REDACTED]

ADDRESS: [REDACTED]

3CTIM'S NAME: [REDACTED]

ADDRESS: [REDACTED]

WNER'S NAME: [REDACTED]

ADDRESS: [REDACTED]

OWNER NOTIFIED:

AND I NUMBER: 94-04-07-2655

DEKING NUMBER: THE MED

9C FFORM NUMBER:

DATE-EXHBT-#:

CITY,STATE: MPS, WI

AGE: 00 SEX: M FACE: F

CITY,STATE: [REDACTED]

AGE: [REDACTED] SEX: [REDACTED] FACE: [REDACTED]

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CITY,STATE: [REDACTED]

TN: [REDACTED]

CITY,STATE: [REDACTED]

CHARGE/FUREAU: HOMICIDE

JUVENILE COURT: N

LOCATION RECDR: INT.AIRPORT

STATUS: A DATE: 04-07-94 P-TYPE: EVIDENCE

b6
b7C

1: 1-PENNY

SERIAL:

BRANDS:

P-CLS: 15-MONEY

ITEM# --- RELEASED TO ---

>HR<

P-TYP: 1

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2: 1-YELLOW PAPER W/WRITING

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

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3: 1-GUITAR CASE

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

><

4: 1-TIE W/ELDOD

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

><

5: 1-NAME TAG

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

><

6: 1-PR SUNGLASSES

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

><

7: 1-PATCH

SERIAL:

BRANDS:

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

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8: 1-PLCK HNDL

SERIAL:

BRANDS: UNK.

P-CLS: 01-MISCELLANEOUS

P-TYP: 1

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-CHECKED OUT TO--- SFD -BY-- -DATE- -TIME- --REASON--- CHECKED IN BY -DATE- -TIME-

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RECEIPT DATE: 04-07-94

RECEIPT

NUMBER:

DEPARTMENT

RECEIPT NUMBER: 04-21271

ORIGINAL

RECEIPT DATE: 04-07-94
RECEIPT TIME: 22:37

MEMPHIS POLICE DEPARTMENT
PROPERTY RECEIPT

RECEIPT NUMBER: 64-2G174C
ENTERED BY: [REDACTED]
DOWN REC'D: [REDACTED]

OFFICER-1: [REDACTED]

1ST DEF NAME: [REDACTED]
ADDRESS: [REDACTED]

2ND DEF NAME: [REDACTED]

ADDRESS: [REDACTED]

VICTIM'S NAME: [REDACTED]

ADDRESS: [REDACTED]

OWNER'S NAME: [REDACTED]

ADDRESS: [REDACTED]

OWNER NOTIFIED:

AND I NUMBER: 64-04-07-2655

PACKING NUMBER: THE MET

APC FORM NUMBER:

STATE-EXHIBIT-6: [REDACTED]

AGE: 00 SEX: M RACE: b6
CITY, STATE: MEM, TN
AGE: SEX: FACE: b7C

CITY, STATE: [REDACTED]

CITY, STATE: [REDACTED]

CITY, STATE: [REDACTED]

CHARGE/PURSU: HOMICIDE

JUVENILE COURT: [REDACTED]

LOCATION RECEIVED: INT. AIRPORT

STATUS: A DATE: 04-07-94 P-TYPE: EVIDENCE b6
b7C

1: 1-LOCK BAG W/45ST.PAPERS SERIAL: [REDACTED]
AMT 10\$

PPRNO: [REDACTED]

P-CLS: 01-MISCELLANEOUS

ITEM: RELEASED TO: [REDACTED]

>4-
[REDACTED]

P-TYP: 1

> [REDACTED]

P-TYP: 1

>4-
[REDACTED]

4/14/94
0935HRS

2: 1-KEY RING W/45ST.PAPERS

SERIAL: [REDACTED]

PPRNO: [REDACTED]

P-CLS: 01-MISCELLANEOUS

> [REDACTED]

P-TYP: 1

>4-
[REDACTED]

P-TYP: 1

> [REDACTED]

P-TYP: 1

> [REDACTED]

3: 2-1 BILLS

SERIAL: [REDACTED]

PPRNO: [REDACTED]

P-CLS: 1F-MONEY

> [REDACTED]

P-TYP: 1

> [REDACTED]

P-TYP: 1

> [REDACTED]

4: 12.07 IN ASST, CHANGE

SERIAL: [REDACTED]

PPRNO: [REDACTED]

P-CLS: 1F-MONEY

> [REDACTED]

P-TYP: 1

> [REDACTED]

TOTAL: \$6.07

b6
b7C

---CHECKED OUT TO--- DT: 04-07-94 BY: [REDACTED] C-FOR: E IN BY: [REDACTED] DATE: [REDACTED] TIME: [REDACTED]

RECEIPT DATE: 04-07-94 MEMPHIS POLICE DEPARTMENT RECEIPT NUMBER: 64-2G174C

ORIGINAL

164A-ME-211828-18

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - MEMPHIS	

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/14/94

On April 8, 1994, [REDACTED] of FEDERAL EXPRESS, 2005 Corporate Avenue, Memphis, Tennessee, furnished the following items to SA [REDACTED]
[REDACTED]

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1. An audio cassette tape copy labeled, "Call to ID those on flight, Jumpseats, Tower/FED EX - On Deck"; and,

2. A green folder containing copies [REDACTED]
[REDACTED]

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Investigation on April 8, 1994 at Memphis, Tennessee File # 164A-ME-46828-48
by SA [REDACTED] Date dictated 4/14/94

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164A-ME-46828-
29

SEARCHED	INDEXED
SERIALIZED	FILED
APR 14 1991	
FBI - MEMPHIS	

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b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/13/94

was advised of the identity of the interviewing Agent and the purpose of the interview. [REDACTED] was also present during the interview. [REDACTED] provided the following information:

In January of 1993,

On Monday, April 4, 1994, or Tuesday, April 5, 1994.

On Thursday, April 7, 1994, at approximately 1 p.m.,
[redacted] entered [redacted] He was visibly upset
because he had not yet received [redacted]

All documents concerning [redacted]
should be obtained through the service of a subpoena.

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828
by SA Date dictated 4/11/94

164A-ME-46828-50

SEARCHED	[Redacted]
SERIALIZED	[Redacted]
INDEXED	[Redacted]
FILED	[Redacted]

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/14/94

[redacted] was interviewed at the offices of
FEDERAL EXPRESS, 2005 Corporate Avenue, Memphis, Tennessee.

[redacted] is a white female, born [redacted] with Social
Security Number [redacted] who resides at [redacted]

[redacted] telephone number [redacted]

FEDERAL EXPRESS, was present during the interview at the request
[redacted] After being apprised of the official identity of the
interviewing Agents and the nature of the inquiry, [redacted]
provided the following information:

[redacted] advised that she has been employed with FEDERAL
EXPRESS [redacted]

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b7Cb6
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Investigation on 4/11/94 at Memphis, Tennessee File # 164A-ME-46828-50
by SA [redacted] Date dictated 4/14/94
SA [redacted]

b6
b7C

164A-ME-46828

Continuation of FD-302 of

[redacted], on 4/11/94, Page 3 b6
b7C

[redacted]
would have access to flight information, including crew assignment, through computerized E-Mail.

164A-ME-46828-
51

SEARCHED	
SERIALIZED	
APR 10 1991	
FBI - MEMPHIS	

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/18/94

[REDACTED] MEMPHIS AIR TRAFFIC CONTROL
TOWER (MATCT), Memphis International Airport, Memphis, Tennessee, telephone [REDACTED] was contacted at his place of employment. After being advised of the identity of the interviewing Agent and the nature of the interview, [REDACTED] provided writer with a cassette tape identified [REDACTED] as a certified copy of the radio transmission of the MATCT concerning FEDERAL EXPRESS flight 705 (FE705) on April 7, 1994.

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The recording includes a preamble [REDACTED] [REDACTED] who made the duplicate recording from the original master tape, which is being maintained by MATCT.

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A transcription of this recording is as follows:

Investigation on 4/14/94 at Memphis, Tennessee File # 164A-ME-46828 51
by [REDACTED] Date dictated 4/15/94
b6
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164A-ME-46828

2

Continuation of
FD-302 of Air Traffic between FDX705 and Tower on 4/7/94

This re-recording is being prepared by the Memphis Air Traffic Control Tower. The subject concerns an incident involving Express 705 on April 7, 1994, at approximately 2045, coordinated universal time. Positions of operation are recorded in the following sequence:

Arrival radar west

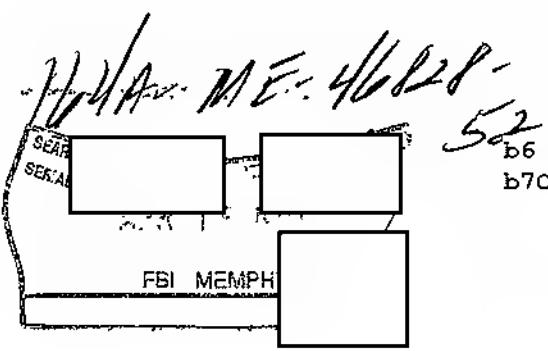
I hereby certify that the following is a true re-recording of the original recorded transmissions pertaining to the subject incident.

My name is [redacted]

[redacted] at the Memphis Air Traffic Control Tower. This portion of the re-recording concerns communications at the arrival radar west position during the period 2038, coordinated universal time, to 2018 coordinated universal time, on April 7, 1994.

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164A-ME-46828

[redacted]

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On April 11, 1994, FEDERAL EXPRESS [redacted]
[redacted] telephonically contacted SA [redacted]
and provided the following information:

After the completion of his interview with SA [redacted] and
SA [redacted] on April 8, 1994 (see separate FD-302),
recalled that [redacted]

[redacted]
b6
b7C

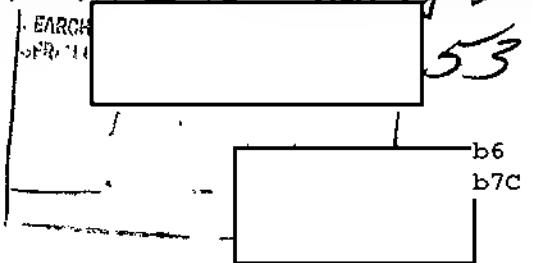
On April 11, 1994, SA [redacted] telephonically contacted
FEDERAL EXPRESS, [redacted]
[redacted] he has not [redacted]

[redacted]
b6
b7C

[redacted] advised that he knew
[redacted] but was not a close or personal friend. [redacted] further
advised that he has no knowledge of any attempt [redacted] to
meet with him or to talk to him within the past few weeks.

164A-ME-46828-52

164A-ME-44828-
53



FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

[redacted] white male, DOB: [redacted] POB: [redacted]
 [redacted] SSAN: [redacted] address: [redacted]
 [redacted] was interviewed at the offices of FEDERAL EXPRESS, 2003 Corporate Avenue, Memphis. [redacted] was advised of the identity of the interviewing agents and the purpose of the interview. Also present during the interview as an observer was [redacted] of FEDERAL EXPRESS. [redacted] provided the following information:

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[redacted] FEDERAL EXPRESS, has known [redacted] [redacted] a FEDERAL EXPRESS [redacted] for about two and a half years. [redacted] knows [redacted] well after having flown with him often. He described [redacted] as outspoken, particularly about his pro-union position. [redacted] was unpopular with some of the pilots because of his outspokenness, however, [redacted] got along with him fine.

b6
b7c

[redacted] first impression [redacted] was not a positive one, because he had a rough flight and his flying skills were unimpressive. However, on subsequent flights, he improved considerably and [redacted] seemed to him to be a hard worker who always tried to improve his skills.

b6
b7c

[redacted] were scheduled to fly flight number 705 from Memphis to San Jose for the entire month of April. [redacted]

b6
b7c

[redacted] The flight time, round trip to San Jose and back, is 7 hours and 56 minutes.

On Tuesday, [redacted] the plane they were to fly had a malfunction and the flight was aborted. On Wednesday, [redacted] [redacted] had a normal flight, except that it went overtime. By FAA regulations, if a flight exceeds eight hours, the crew is ineligible to fly for the following day, or the crew must have at least 16 hours of rest before flying. The

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b7c

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828-53
 by SA's [redacted] Date dictated 4/11/94

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b7c

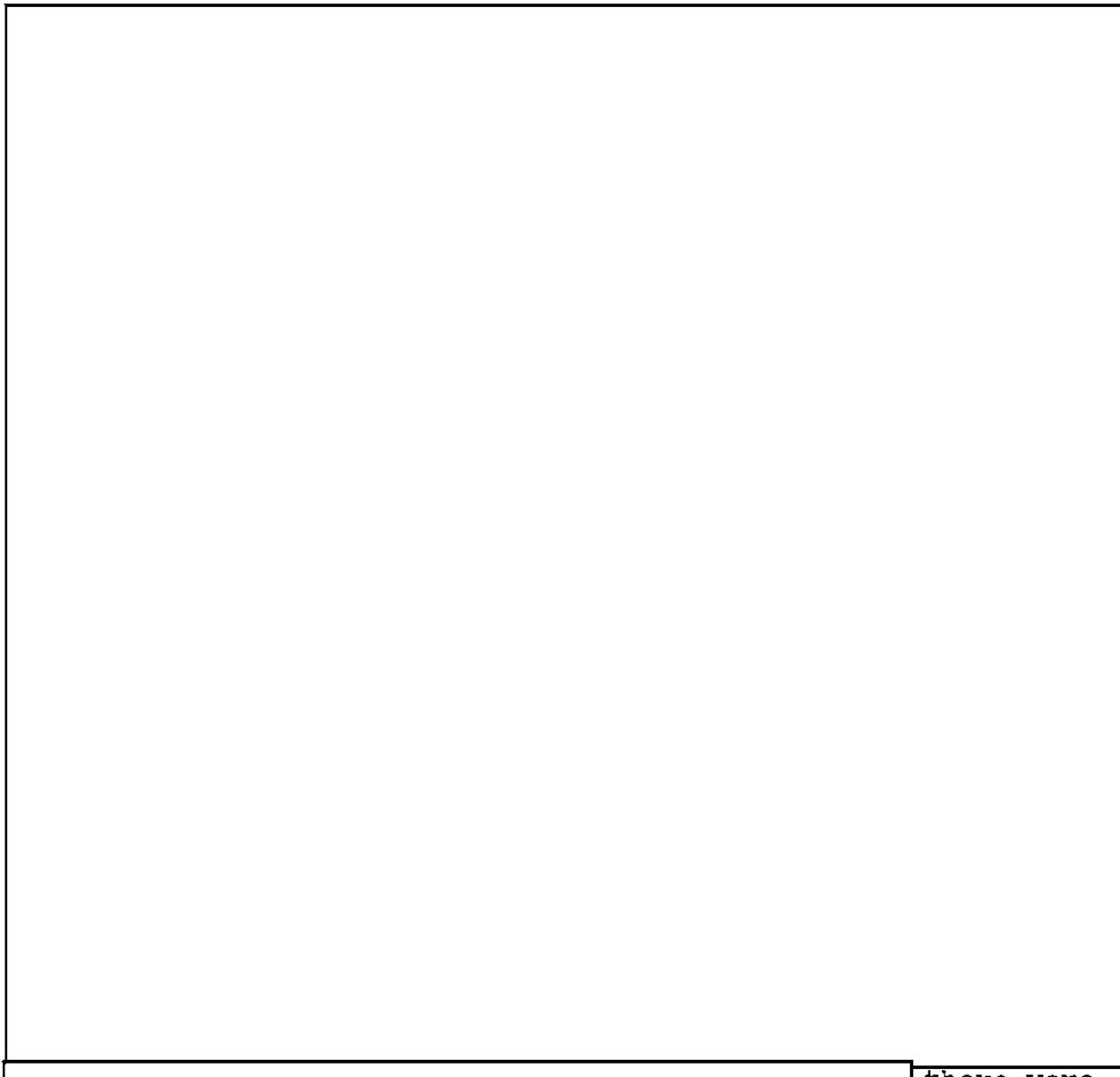
164A-ME-46828

Continuation of FD-302 of [redacted]

, On 4/8/94

2

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[redacted] there were no jumpseat passengers, [redacted] on that April 7th flight. It is possible [redacted] to have computer access to find out if the jumpseats were reserved, or he could call into the jumpseat reservations office to find out if there were any vacancies. Each of the pilots has a computer with E-mail boxes for messages.

164A-ME-46828

Continuation of FD-302 of

[redacted], on 4/8/94

3

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FEDERAL EXPRESS employees flying jumpseat must report
one hour before the flight time. [redacted]

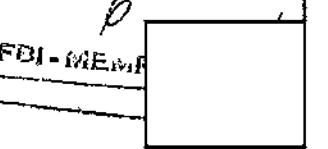
b7E

existing [redacted] no personal knowledge of any animosity
[redacted] added that he was shocked when he heard it
was [redacted] attacked the three other FEDERAL EXPRESS
pilots, and did not think [redacted] was the type of person who
would do something like that.

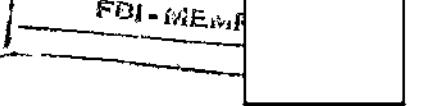
b6
b7C

164-ME-46828-
JW

b6
b7C



b
FBI - MEM



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

[redacted] FEDERAL EXPRESS (FE)
 [redacted] 2810 Democrat Road, Memphis, Tennessee, was
 contacted at her place of employment. After being advised of the
 identity of the interviewing agent and the nature of the
 interview, [redacted] provided the following information:

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b7C

[redacted] advised that she did not have the authority to
 permit the contacting agent to locate a vehicle on the FE parking
 lot premises. [redacted] thereafter contacted [redacted]

b6
b7C

[redacted] FE, telephone [redacted] advised
 that [redacted] is located on
 the FE Employee Parking Lot premises, Section H. [redacted] advised
 that he was making contact with appropriate FE officials to
 ensure that [redacted] does not leave the FE premises.

[redacted] advised that [redacted] is assigned as the FE
 [redacted] regarding the assault on the FE flight crew members
 on April 7, 1994.

SA [redacted] thereafter located [redacted]
 [redacted] in the FE Employee Parking lot,
 Section H.

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b7C

Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828 *-54*
 by SA [redacted] Date dictated 4/11/94

b6
b7C

144A-ME-96828-55

SEARCH
SERIAL

b6
b7c

FBI - MEMPHIS

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

[REDACTED] MEMPHIS POLICE
DEPARTMENT (MPD), Shelby County Criminal Justice Center, Lower
Level, 201 Poplar Avenue, telephone [REDACTED] was contacted
at his place of employment. After being advised of the identity
of the interviewing agent and the nature of the contact, [REDACTED]
provided the contacting agent with one set of assorted keys taken
from the person [REDACTED] subsequent to his arrest on
[REDACTED] provided these keys in a MPD evidence
envelope with R & I #94-04-07-2055 and 94-291270, item 01 written
on it. [REDACTED] provided these keys to the contacting agent at
approximately 2:25 p.m.

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b7c

Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828 - 55
by SA [REDACTED] Date dictated 4/11/94

b6
b7c

164A ME 46828-56

SEARCH
[redacted]

b6
b7C

[redacted]

Ex. 100-

[redacted]

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/19/94

[REDACTED]
[REDACTED] telephone number, [REDACTED]
served a Federal Grand Jury Subpoena for the Western District of Tennessee. A copy of this subpoena is attached herewith:

b3
b6
b7C

Investigation on 4/15/94 at Memphis, Tennessee File # 164A-ME-46828 - 56
by [REDACTED] Date dictated 4/15/94

b6
b7C

United States District Court

WESTERN

DISTRICT OF

TENNESSEE

TO: SUBPOENA TO TESTIFY
BEFORE GRAND JURYb3
b6
b7C

SUBPOENA FOR:

 PERSON DOCUMENT(S) OR OBJECT(S)

YOU ARE HEREBY COMMANDED to appear and testify before the Grand Jury of the United States District Court at the place, date, and time specified below.

PLACE GRAND JURY 1026 FEDERAL OFFICE BUILDING MEMPHIS, TENNESSEE 38103 *PLEASE REPORT TO THE U.S. ATTORNEY'S OFFICE ROOM 831	COURTROOM DATE AND TIME
---	---

b3

YOU ARE ALSO COMMANDED to bring with you the following document(s) or object(s):*

b3
b6
b7C

This subpoena may be complied with by delivering the above-mentioned items to Special Agent of the Federal Bureau of Investigation or any other designated Special Agent of the Federal Bureau of Investigation.

Please see additional information on reverse

This subpoena shall remain in effect until you are granted leave to depart by the court or by an officer acting on behalf of the court.

CLERK...

ROBERT P. POLK

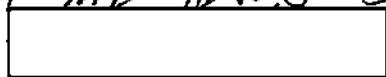
DATE
b3
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b7C

This subpoena is issued on application
of the United States of America

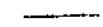
NAME, ADDRESS AND PHONE NUMBER OF ASSISTANT U.S. ATTORNEY

Assistant U.S. Attorney
1026 Federal Office Bldg.
Memphis, Tennessee 38103

164A-ME-46828-57



b6
b7C



FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

Account Number

date of birth [redacted] Social Security [redacted]

b6
b7C

home address, [redacted]

business address, [redacted]

FEDERAL EXPRESS, 2861 Franklin Street, Memphis, Tennessee, 38118, business telephone [redacted] was advised of this agent's identity and the nature of the investigation. [redacted] then provided the following information:

[redacted] indicated she was employed by FEDERAL EXPRESS [redacted] provided a computer printout of the flight plan used by FEDERAL EXPRESS aircraft, DC-10, N306FE on 4/7/94. [redacted] said the flight plan for FEDERAL EXPRESS flight 705 was signed by the pilot and the officer prior to departure of the flight and a copy was retained with the crew on board the aircraft. [redacted]

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[redacted] name was not documented as being aboard FEDERAL EXPRESS flight 705 on that computer printout. [redacted] said this was done because the information on the flight plan was placed on an over-head via computer in the flight center and they did not want to disclose the information at that time.

[redacted] said when the aircraft began having problems, FEDERAL EXPRESS flight operations received a telephone call from [redacted] stated the FEDERAL EXPRESS flight 705 pilot radioed that the crew had been attacked by the person occupying the jump seat, and all four persons on board were wounded. [redacted] connected the FEDERAL EXPRESS flight center with the Memphis tower. This enabled them to hear and record the transmissions made by the crew and the Memphis Tower. [redacted] said the voices heard on the tape were

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b7C

[redacted] FEDERAL EXPRESS employee, [redacted] said the original tape concerning the conversation was recorded on a reel to reel tape and would be securely maintained by FEDERAL EXPRESS.

[redacted] also said that FEDERAL EXPRESS [redacted] business telephone number [redacted] also had a conversation [redacted] on 4/6/94. This conversation was also tape recorded by FEDERAL

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b7C

Investigation on 4/8/94 at MEMPHIS, TENNESSEE

File # 164A-ME-46828

5A
b6
b7C

by SA [redacted]

Date dictated

4/12/94

b6
b7C

164A-ME-46828

Continuation of FD-302 of

[redacted], on 4/8/94, Page 2 b6
b7C

EXPRESS.

[redacted] FEDERAL EXPRESS EMPLOYEE [redacted]
would provide a copy of the cassette tape recording of the above-mentioned conversations.

0004 MRI 00075

RR FBIME

DE FBILA #0011 1130302

ZNR UUUUU

R 230103Z APR 94

FM FBI LOS ANGELES (164A-ME-46828) (RUC)

TO FBI MEMPHIS/ROUTINE/

BT

UNCLAS

CITE: //3410:0656:C-1//

SUBJECT: [REDACTED] CRIME ABOARD AIRCRAFT - b6 b7c

ASSAULT ON FLIGHT CREW; OO: MEMPHIS.

REFERENCE MEMPHIS TELETYPE DATED APRIL 8, 1994 AND
TELCALLS BETWEEN SA [REDACTED] MEMPHIS FBI AND SA [REDACTED]

[REDACTED] RIVERSIDE RESIDENT AGENCY ON APRIL 7, 1994.

FOR INFORMATION OF MEMPHIS, ON APRIL 7, 1994, CONTACT WAS
MADE [REDACTED] DATE OF BIRTH [REDACTED] b6 b7c

RESIDING [REDACTED]

TELEPHONE [REDACTED] SHE ADVISED SHE [REDACTED]

CAPTIONED SUBJECT AND WAS SHOCKED WHEN SHE LEARNED THAT [REDACTED]

58

164A-ME-46828-

b6
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[REDACTED]	SEARCHED [REDACTED]	INDEXED [REDACTED]
[REDACTED]	SERIALIZED [REDACTED]	FILED [REDACTED]
APR 22 1994		
FBI - MEMPHIS		
[REDACTED]		

PAGE TWO DE FBILA 0011 UNCLAS

[REDACTED] WAS ACCUSED OF ATTACKING A FEDERAL EXPRESS
FLIGHT CREW WHILE IN FLIGHT. SHE ADVISED THAT [REDACTED]

b6
b7c

[REDACTED]
SHE SAID THAT TO THE BEST OF HER KNOWLEDGE, [REDACTED]
IS IN PERFECT HEALTH BOTH MENTALLY AND PHYSICALLY. SHE NEVER
KNEW HIM TO HAVE SMOKED, DRANK ALCOHOLIC BEVERAGES OR USED
DRUGS AND COULD THINK OF NO REASON [REDACTED] WOULD DO THE
THINGS HE IS BEING ACCUSED OF. SHE LAST SAW [REDACTED]

b6
b7c

b6
b7c

PAGE THREE DE FBILA 0011 UNCLAS

[REDACTED] PROVIDED A HOME TELEPHONE NUMBER FOR
CAPTIONED SUBJECT AS [REDACTED] AND SAID THAT THE ONLY
ADDRESS SHE HAD [REDACTED]

b6
b7c

[REDACTED] SHE NOTED THAT [REDACTED] HAS

(HOME) AND HAS A WORK TELEPHONE NUMBER [REDACTED]

INASMUCH AS NO FURTHER INVESTIGATION REMAINS TO BE
CONDUCTED, LOS ANGELES CONSIDERS THIS MATTER RUC.

BT

#0011

NNNN

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/11/94

[REDACTED] THE MED, Elvis Presley Trauma Unit, Intensive Care Unit (ICU), 877 Jefferson Avenue, Memphis, Tennessee 38103, was contacted at his place of employment. [REDACTED] was advised of the identities of contacting Agents and of the nature of the interview. Thereafter, [REDACTED] furnished the following information:

b6
b7C

At the present time, [REDACTED]

b6
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[REDACTED]
Arrangements were made for SA [REDACTED] to recontact [REDACTED] at his place of employment, telephone [REDACTED] on the morning [REDACTED] and arrange for possible interview on that date.

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[REDACTED] Arrangements were made for SA [REDACTED] to recontact [REDACTED] to arrange for interview [REDACTED] at that time.

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828 *59*
SA [REDACTED] Date dictated 4/8/94
SA [REDACTED]

b6
b7C

114A-ME-46828-59

SEARCHED	INDEXED
SERIALIZED	FILED
APR 1 1968	
FBI - MEMPHIS	
[Redacted]	

b6
b7c

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 4/15/94

To: Director, FBI

Attention:

From: SAC, MEMPHIS (164A-ME-46828)(P) CTS/Counterterrorism Section
 VCMOS/Violent Crimes and
Major Offenders SectionSubject:

**CRIME ABOARD AIRCRAFT -
ASSAULT ON FLIGHT CREW
(OO: MEMPHIS)**

b6
b7c DAMV CAA EID Bomb Threats AP IWFC CWAA FI

Summary of Complaint:

On 4/7/94, subject attacked the flight crew of Federal Express (FD) 705, a DC-10 aircraft en route to San Jose, California, from Memphis, TN. The attack occurred approximately 40 miles from Memphis, and utilized 4 hammers and a spear gun in the attack. All 3 crew members were injured in the

b6
b7cINDICES: Negative See Summary

MANUAL

ACTION: UACB:

SERIALIZ

100

X FRA

AT

1 - San Diego (Enc. 1)

2 - Bureau (Enc. 1)
1 - Memphis

No further action being taken and
 LHM enclosed
 FD-376 (Enc. to LHM)
 LHM being submitted
 Report being submitted
 Preliminary investigation instituted
 Limited investigation instituted
 Investigation continuing

Copy to: USA ME
 Secret Service ME
 ATF ME
 CASFO AT

Approved: _____ Transmitted _____ Per _____
(_____) (_____) (_____)

(ATTACHMENT C)
164A-ME-46828-60

attack, along with [redacted] in the process of his being subdued. Although damaged, the DC-10 aircraft was landed fully loaded with cargo and fuel at Memphis International Airport (MIA), and [redacted] was subsequently arrested.

b6
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[redacted] has since been charged federally with violation of Title 18, Section 32 (a)(5).

U.S. Department of Justice



Federal Bureau of Investigation

In Reply, Please Refer to
File No.

841 Clifford Davis Federal Building
Memphis, Tennessee 38103

April 15, 1994

[redacted]
CRIME ABOARD AIRCRAFT -
ASSAULT ON FLIGHT CREW

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b7C

On April 7, 1994, [redacted] attacked the crew of a Federal Express (FD) DC-10 (Flight 705). The aircraft was en route to San Jose, California, and the attack occurred approximately 40 miles from Memphis, Tennessee, where it departed at approximately 3:16 PM. [redacted] FE, was flying in the "jump seat" and was the only person other than the three crew members on board the aircraft.

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[redacted] utilized several hammers and a spear gun in the attack which left all three crew members, as well as [redacted] substantially injured [redacted] requiring hospitalization for everyone involved.

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[redacted] was eventually subdued by the crew and the DC-10 returned to Memphis International Airport (MIA), damaged from the emergency landing.

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A check with local law enforcement agencies, as well as the National Crime Information Center (NCIC), indicated that [redacted] had not been arrested previously.

ARMED AND DANGEROUS

This document contains neither recommendations nor conclusions of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

5 - Bureau
1 - USA, Memphis
1 - U. S. Secret Service, Memphis
1 - ATF, Memphis
1 - CASFO, Atlanta
1 - FAA, Atlanta
(1) - Memphis (164A-ME-46828)
[redacted] (11)

SEARCHED [redacted]
INDEXED [redacted]
SERIALIZED [redacted]
FILED [redacted]

b6
b7C

164A-ME-46828-61

On April 18, 1994, Assistant United States Attorney (AUSA) [REDACTED] Western District of Tennessee, Memphis, Tennessee, authorized prosecution [REDACTED] charging him with violation of Title 18, United States Code, Section 32 (a)(5), willfully performing an act of violence against an individual on a civil aircraft.

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[REDACTED] is described as follows:

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ARMED AND DANGEROUS

164A-ME-46828-

SEARCHED	b6
SERIALIZED	b7C
APR 1 1968	
FBI - MEMPHIS	

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

Pursuant to a search warrant authorized by U.S. Magistrate AARON C. BROWN, JR., on April 8, 1994, a search was conducted [REDACTED]

Upon arriving at the residence, it was announced that the persons at the door were FEDERAL BUREAU OF INVESTIGATION (FBI) Special Agents (SAs), and that they were in possession of a search warrant. When no one answered, entry was made into the residence by utilizing an appropriate apartment key. Upon entering the residence, it was determined that no one individuals were located inside the residence. The residence alarm was activated by the entry and the alarm was thereafter disabled. The search commenced at approximately 3:02 p.m., and was concluded at approximately 5:15 p.m. on April 8, 1994.

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As a result of the search, the FBI Agents seized the following described items from the areas indicated [REDACTED]

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1. One FEDERAL EXPRESS (FE) medical identification card, in the name [REDACTED] and one Commercial Appeal article, dated January 16, 1994, regarding FE. [REDACTED]

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2. Miscellaneous [REDACTED] and miscellaneous FE flight schedule information. [REDACTED]

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b7E

Investigation on 4/8/94 at Memphis, TN File # 164A-ME-46828 - *b62*
by SAs [REDACTED] Date dictated 4/11/94

b6
b7C

164A-ME-46828

Continuation of FD-302 of Search Warrant, on 4/8/94, Page 2



b6
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b7E

[redacted] photographed the premises prior to and subsequent to the search. [redacted] also photographed the particular items seized at the location they were discovered.

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At the conclusion of the search, a copy of the search warrant and the receipt for the items seized were left on a table located in the downstairs living area.

104A-ME-46828-
163

[Redacted]

[Redacted]

b6
b7C

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/15/94

[redacted] Federal Express Corporation, telephonically contacted the Memphis Office of the Federal Bureau of Investigation (FBI) and provided the following information:

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b7c

[redacted] advised that he is [redacted]

[redacted]

b6
b7c

[redacted] advised that he heard about the attack on the news and was shocked. [redacted] returned to the apartment about midnight the day of the attack and observed a note by the phone, in the living room, listing the names of the victim crew members of Federal Express 705 (FD 705).

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[redacted] was aware that [redacted] had originally been

b6
b7c

[redacted] advised that [redacted] crew had been removed from the flight because they had too many hours flight time.

Also, [redacted] was aware of [redacted]

[redacted]

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b7c

[redacted] that [redacted]

[redacted]

(telephonically)

Investigation on 4/8/94 at Memphis, Tennessee File # 164A-ME-46828-63

by [redacted]

Date dictated

4/8/94

b6
b7c

164A-ME-46828

Continuation of FD-302 of

[redacted]

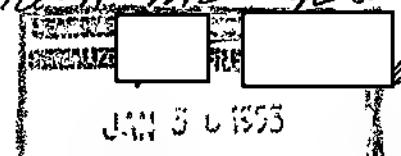
, On 4/8/94

, Page 2

b6
b7C

[redacted]
[redacted] pledged his cooperation in this matter and
advised he would be available for additional information.

114A-ME 46828-



63X1

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b7c

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/12/94

[redacted] date of birth [redacted] business address,
 2837 Sprankel Ave, 2nd floor, Memphis, Tennessee, business
 telephone number [redacted] home address, [redacted]
 [redacted] home telephone number [redacted]
 [redacted] was advised of this agent's
 identity and the nature of the investigation. [redacted] then
 provided the following information:

b6
b7C

[redacted] is employed by FEDERAL EXPRESS [redacted]
 [redacted] said that on the evening of 4/7/94, he along
 with FEDERAL EXPRESS employees, [redacted]
 located certain items that had been aboard FEDERAL EXPRESS FLIGHT
 705. [redacted] said he asked [redacted]
 [redacted] to assist him
 in securing these items. [redacted] stated these items were
 maintained in his custody for safekeeping until 4/8/94, when he
 relinquished custody to SA [redacted]

b6
b7C

[redacted] indicated that on 4/7/94, at approximately 7:45
 p.m., he disengaged [redacted]
 [redacted] from FEDERAL EXPRESS DC-10, N306FE, flight 705. [redacted]
 said he, with the assistance [redacted] also removed
 other items of personal property from the aircraft.

b6
b7C
b7E

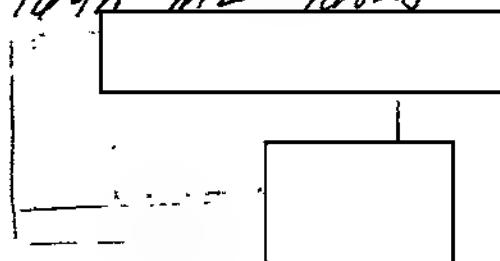
[redacted] provided SA [redacted] with the
 original flight plan/release the aircraft's manifest and other
 documents maintained in his area of operation related to flight
 705. [redacted] also furnished cassette tape copies of the
 conversations between [redacted] and FEDERAL EXPRESS jump
 seat operations dated 4/6/94 and conversations between the
 Memphis tower and flight operations during the return flight of
 FEDERAL EXPRESS CD-10, N306FE, dated 4/7/94.

b6
b7C

Investigation on 4/8/94 at MEMPHIS, TENNESSEE File # 164A-ME-46828-63811
 by SA [redacted] Date dictated 4/12/94

b6
b7C

164A-ME-46828-24



b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/26/94

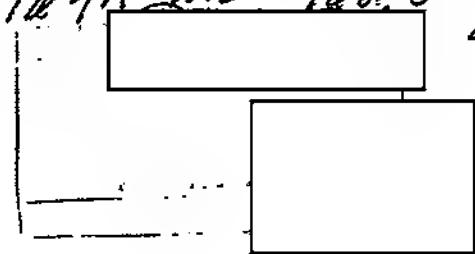
[redacted] was informed of the identity of the contacting agent, and subsequently was served a United States subpoena for the Western District of Tennessee. This subpoena commands [redacted] to the issuing Federal Grand Jury, Memphis, Tennessee, or deliver the documents to a Special Agent of the Federal Bureau of Investigation:

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b7C

Investigation on 4/25/94 at Memphis, Tennessee File # 164A-ME-46828-64
by [redacted] Date dictated 4/26/94

b6
b7C

1644A-101E-46828-
25



b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/11/94

[redacted] telephone [redacted] was contacted at her place of business. After being advised of the nature of interview and the official identity of the interviewing agents, [redacted] provided the following information:

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b7C

[redacted] advised that she has been employed [redacted]. Further, [redacted] works closely with Shelby County Deputies assigned to guard prisoners that are being treated at the MED. When they are medically fit, the prisoners are moved to the jail ward located at the MED. This facility is operated by the Shelby County Sheriff's Department under the [redacted] Shelby County Jail.

b6
b7C

[redacted] advised that [redacted]

b6
b7C
b7E

[redacted] The items of clothing were transported to the Memphis FBI Office to be placed in the Evidence Control Room.

Investigation on 4/11/94 at Memphis, Tennessee File # 164A-ME-46828 - *[initials]*
by SA [redacted] Date dictated 4/11/94
SA [redacted]

b6
b7C

1644 ME-46828-66

1644	ME	46828	66
[Redacted]			

1644	ME	46828	66
[Redacted]			

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/26/94

[redacted]
[redacted] was informed of the identity of the contacting agent, and subsequently served a United States subpoena for the Western District of Tennessee. This subpoena commands [redacted] to the issuing Federal Grand Jury, Memphis, Tennessee or deliver the documents to a Special Agent of the Federal Bureau of Investigation:

b3
b6
b7C

Investigation on 4/24/94 at Memphis, Tennessee File # 164A-ME-46828-166
by [redacted] Date dictated 4/26/94

b6
b7C

1644 ME 46828-

[redacted]

67

[redacted]

b6
b7c

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/26/94

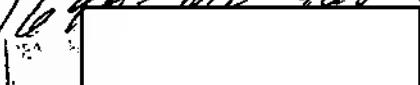
[REDACTED]
[REDACTED]
[REDACTED] was informed of the identity of the contacting agent,
and subsequently was served a United States subpoena for the
Western District of Tennessee. This subpoena commands [REDACTED]
[REDACTED] to the issuing Federal Grand
Jury, Memphis, Tennessee, or deliver the documents to a Special
Agent of the Federal Bureau of Investigation:

b3
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b7C

Investigation on 4/21/94 at Memphis, Tennessee File # 164A-ME-46828 - *b7*
by [REDACTED] Date dictated 4/26/94

b6
b7C

164A-ME-40828-
68



b6
b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/21/94

[redacted] was present at the Memphis office of the FEDERAL BUREAU OF INVESTIGATION (FBI), 167 North Main Street, Memphis, Tennessee. After being advised of the identity of the interviewing Agents and the purpose of the interview, [redacted] voluntarily provided the following information:

[redacted] is currently employed as a paramedic with the MEMPHIS FIRE DEPARTMENT (MFD), 65 South Front Street, Memphis, Tennessee, telephone number (901) 527-1400. [redacted]

[redacted] resides at [redacted] home telephone number [redacted]. On April 7, 1994, while on duty [redacted] at approximately 3:48 p.m. he was detailed to the MEMPHIS INTERNATIONAL AIRPORT (MIA). [redacted] received instructions to report to the FEDERAL EXPRESS (FED EX) terminal in response to an "alert three alarm". An "alert three alarm" means that a crash is eminent or has already happened, and it is designed to maximize the number of ambulances to a crises scene.

Subsequently, [redacted] were redirected to runway 36 and arrived just as a FED EX DC10 (FE705) was landing. Also arriving on the scene at approximately the same time were units from the MIA police department as well as other Memphis fire department units. Shortly thereafter, the DC10's door on the right side of the aircraft "popped". and [redacted] observed an individual [redacted] standing in the doorway holding a spear gun and a hammer. After observing the airport police talking to the man, [redacted] surmised that this individual was not the subject, but rather one of the injured victim crew members.

After being instructed that his assistance would be needed by MIA police department personnel, [redacted] began to make his way up the emergency chute, which had been deployed when the door was opened, along with three MIA police officers. The three police officers were unable to make the climb. however, [redacted] was able to, and was the [redacted] enter the airplane.

Investigation on 4/20/94 at Memphis, Tennessee File # 164A-ME-46828-68
 by [redacted] Date dictated 4/20/94

b6
b7Cb6
b7Cb6
b7Cb6
b7Cb6
b7C

164A-ME-46828

Continuation of FD-302 of

[redacted], On 4/20/94, Page 2 b6 b7C

Upon entering the cockpit area, [redacted] observed the [redacted] walking thorough the airplane, very agitated, stating, "Come help us, he's going to kill us all!"

b6
b7C

[redacted]
b6
b7C

164A-ME-46828-
19

SEARCHED INDEXED
SERIALIZED FILED

APR 28 1994

b6
b7c

SEARCHED

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/26/94

[redacted] telephone number [redacted] was contacted at his place of employment. After being advised of the identity of the interviewing Agent and the nature of the interview, [redacted] provided the following information:

[redacted] is [redacted] in the Memphis area; the bulk of his work being [redacted] advised that he had been employed [redacted] for the purpose of performing some routine [redacted]

[redacted] contact [redacted] was in December of 1992. [redacted] had [redacted]

b6
b7Cb6
b7Cb6
b7C

Investigation on 4/20/94 at Memphis, Tennessee File # 164A-ME-46828-169

by [redacted] Date dictated 4/21/94

b6
b7C

164A-ME-46828

Continuation of FD-302 of

[redacted]

, On 4/20/94

, Page 2

b6
b7C



b6
b7C

Accomplishment Report
(Submit within 30 days from date of accomplishment)

Report Date: 4/21/94

From: SAC, Memphis

Does Accomplishment Involve:
(check all that apply)

Drugs	<input type="checkbox"/>
A Fugitive	<input type="checkbox"/>
Bankruptcy Fraud	<input type="checkbox"/>
Computer Fraud/Abuse	<input type="checkbox"/>
Corruption of Public Officials	<input type="checkbox"/>
Forfeiture Assets	<input type="checkbox"/>

Assisting Agents Soc. Sec. No. 1. 7

Supervisor approval (please initial)

Accomplishment type * ARREST Accomplishment Date 4-10-94 Serial No. of FD-515 902

A. Complaint / Information / Indictment
Also Complete Section I
Serial number _____
Check if Civil / Rico Complaint

B. Arrest / Locate / Summons

Arrest Federal Local ♦
Subject Priority: A B C
 Subject Resisted
 Subject was Armed

Locate
Subject Priority: A B C
Summons
 Federal Local ♦

C. Hostage(s) Released

Released by: Terrorists Other
Number of Hostages _____

H. Final Judicial Process

Conviction

Also Complete Section I

Date of Complaint, Information or Indictment: _____

Date of Conviction: _____

Date of Sentence: _____

Subject Description Code: _____

Judicial State: _____ District: _____

Sentence type: _____ ♦

Sentence Term: _____

In-Jail Years	Suspended Months	Probation Years	Probation Months

Fines: \$ _____

D. Recovery / Restitution / Potential Economic Loss Prevented (PELP) x ♦

Recovery
 Federal Local
Restitution
 Court Ordered
 Pretrial Agreement

Code *	Amount	Code *	Amount
\$	\$	\$	\$
\$	\$	\$	\$
\$	\$	\$	\$

E. Civil / Rico Matters

Also Complete Section I
Date of Complaint: _____ / _____ / _____
Judgment: _____
Judicial Outcome: _____ x ♦
Fines: \$ _____

Suspension:

Years	Months

F. AFA Payment

Amount: \$ _____

G. Administrative Sanctions

Type:
 Suspension
 Debarment
 Injunction

Length:
 Permanent
 Years Months

--	--

Subject Description Code: _____

I. U.S. Code Violations

Title	Section	Counts
18	32(a)(5)	1

Required for Sections A, E, and H (Conviction)

Optional for Section B (arrest)

Acquittal / Dismissal / Pretrial Diversion

Date of Indictment or Information: _____

Subject Description Code: MAP/DO

SERIALIZ

11-11-94

b6

b7C

J. Subject Information (Required for Sections A, B, D (Restitution), E, F, G, and H)

Name	Date of Birth	Race *	Sex	

 Subject Related to an LCN, Asian Organized Crime (AOC), or Italian Organized Crime (IOC) Group. (If checked, also submit form FD-515a)

* Additional information may be added by attaching another form or a plain sheet of paper for additional entries.

♦ Requires that a written explanation on plain paper be attached. (Court Ordered Restitution does not require a written explanation)

* See codes on reverse side.

164-A-46828-70

ACCOMPLISHMENT TYPES

Complaint
Information
Indictment
Arrest
Locate
Summons
Hostage(s) Released
Child Locate
Recovery
Restitution
PELP
Civil/RICO
AFA Payment
Admin. Sanction
Conviction
Pretrial Diversion
Acquittal
Dismissal

PELP CODES

22 Counterfeit
Stocks/Bonds/Currency/
Negotiable Instruments
23 Counterfeit/Pirated
Sound Recordings or
Motion Pictures
24 Bank Theft Scheme Aborted
25 Ransom, Extortion or Bribe
Demand Aborted
26 Theft From or Fraud Against
Government Scheme
Aborted
27 Commercial or Industrial
Theft Scheme Aborted
30 All Other

PROPERTY CODES

01 Cash
02 Stocks, Bonds or Negotiable Instruments
03 General Retail Merchandise
04 Vehicles
05 Heavy Machinery & Equipment
06 Aircraft
07 Jewelry
08 Vessels
09 Art, Antiques or Rare Collections
11 Real Property
20 All Other

JOINT AGENCY CODES

BATF Bureau of Alcohol, Tobacco and
Firearms
DEA Drug Enforcement Administration
DOI Department of Interior
FAA Federal Aviation Administration
INS Immigration and Naturalization
Service
IRS Internal Revenue Service
NBIS National NARC Border
Interdiction
RCMP Royal Canadian Mounted Police
USBP U.S. Border Patrol
USCS U.S. Customs Service
USDS U.S. Department of State
USTR U.S. Treasury
ST State
LOC Local
OTHR Other

SENTENCE TYPES

CP Capital Punishment
JS Jail Sentence
LS Life Sentence
NS No Sentence (Subject Died or is Fugitive)
PB Probation
SJ Suspension of Jail Sentence
YC Youth Correction Act

GOVERNMENT CODES

CJ Consent Judgment
CO Court Ordered Settlement
DF Default Judgment
DI Dismissal
IN Judgment Notwithstanding
MV Mixed Verdict
SJ Summary Judgment
VD Verdict for Defendant
VP Verdict for Plaintiff

JUDICIAL OUTCOME

AG Agreement
BR Barred/Removed
CC Civil Contempt
DC Disciplinary Charges
FI Fine
PI Preliminary Injunction
PR Temporary Restraining Order
RN Restitution
SP Suspension
VR Voluntary Resignation
OT Other

RACE CODES

B Black
C Chinese
I Indian/American
J Japanese
O Other
U Unknown
W White

For Further Instructions See:
MAOP, Part II, Section 3.3-5.

SUBJECT DESCRIPTION CODESORGANIZED CRIME SUBJECTS

1F Boss
1G Underboss
1H Consigliere
1J Acting Boss
1K Capodecina
1L Soidier

KNOWN CRIMINALS

2A Top Ten or I.O. Fugitive
2B Top Thief
2C Top Con Man

FOREIGN NATIONALS

3A Legal Alien
3B Illegal Alien
3C Foreign Official W/out
Diplomatic Immunity
3D U.N. Employee W/out
Diplomatic Immunity
3E Foreign Student
3F All Others

OTHERS

8A All Other Subjects
8B Company or Corporation

TERRORISTS

4A Known Member of a
Terrorist Organization
4B Possible Terrorist Member
or Sympathizer

UNION MEMBERS

5D President
5E Vice-President
5F Treasurer
5G Secretary/Treasurer
5H Executive Board Member
5I Business Agent
5J Representative
5K Organizer
5L Business Manager
5M Financial Secretary
5N Recording Secretary
5P Office Manager
5Q Clerk
5R Shop Steward
5S Member
5T Trustee
5U Other

GOVERNMENT SUBJECTS

6A Presidential Appointee
6B U.S. Senator/Staff
6C U.S. Representative/Staff
6D Federal Judge/Magistrate
6E Federal Prosecutor
6F Federal Law Enforcement Officer
6G Federal Employee - GS 13 & Above
6H Federal Employee - GS 12 & Below
6I Governor
6K Lt. Governor
6L State Legislator
6M State Judge/Magistrate
6N State Prosecutor
6P State Law Enforcement Officer
6Q State - All Others
6R Mayor
6S Local Legislator
6T Local Judge/Magistrate
6U Local Prosecutor
6V Local Law Enforcement Officer
6W Local - All Others
6X County Commissioner
6Y City Councilman

BANK EMPLOYEES

7A Bank Officer
7B Bank Employee

[redacted] placed under arrest by members of the Memphis Fugitive Task Force on 4/10/94. [redacted] was arrested at the MED, Regional Medical Facility, 877 Jefferson Ave, Memphis, TN.

05/17/94

***** ARREST *****
SENSITIVE / UNCLASSIFIED

Case Number: 164A ME0046828
Serial No.: 70

Stat Agent Name: [REDACTED]
Stat Agent SOC: [REDACTED]

Report Date: 05/17/1994
Accom Date.: 04/10/1994

b6
b7C
b7E

Does Accomplishment Involve

Drugs : N
A Fugitive. : N
Bankruptcy Fraud. : N
Computer Fraud/Abuse. : N
Corruption of Public Officials: N
Forfeiture Assets : N

--

Assisting Agents SOC

◦
◦
◦
◦
◦
◦

Subject Name

--

RA Squad Task Force

HQ 4

Investigative Assistance or Technique Used

FINAN ANALYST	INFORMNT INFO	TECH AG/EQUIP
AIRCRAFT ASST	LAB DIV EXAMS	TEL TOLL RECS
COMPUTER ASST	LAB FIELD SUP	UCO-GROUP I
CONSEN MONITR	PEN REGISTERS	UCO-GROUP II
ELSUR/FISC	PHOTO COVERAGE	UCO-OTHER
ELSUR/III	POLYGRAPH	NCAVC/VI-CAP
ENG FIELD SUP	SRCH WAR EXEC	VISUAL INVEST
ENG TAPE EXAM	SHOW MONEY	CRIS NEG-FED
HYPNOSIS ASST	SOG ASST	CRIS NEG-LOC
	SWAT TEAM	ERT ASST

1 = Used, but did not help
2 = Helped, Minimally
3 = Helped, Substantially
4 = Absolutely Essential

Arrest by Fed or Local (F/L) : F
Arrest Subject Priority (A/B/C). : A
Did Subject Resist (Y/N) : N
Was Subject Armed (Y/N). : N

United States Code Violation

Title	Section	Count
18	32A5	1

Accomplishment Narrative

[REDACTED] WAS PLACED UNDER ARREST BY MEMBERS OF THE MEMPHIS FUGITIVE TASK FORCE ON 4/10/94. HE WAS ARRESTED AT THE MED REGIONAL MEDICAL FACILITY 877 JEFFERSON AVENUE, MEMPHIS, TN. [REDACTED]

b6
b7C

SENSITIVE / UNCLASSIFIED

Accomplishment Report
(Submit within 30 days from date of accomplishment)

Report Date 4/21/94

From: SAC, MEMPHIS

Does Accomplishment Involve (check all that apply)	
Drugs	<input type="checkbox"/>
A Fugitive	<input type="checkbox"/>
Bankruptcy Fraud	<input type="checkbox"/>
Computer Fraud/Abuse	<input type="checkbox"/>
Corruption of Public Officials	<input type="checkbox"/>
Forfeiture Assets	<input type="checkbox"/>

File Number
164-A-ME-46828

Stat Agent Soc Sec No.
[Redacted]

RA Squad
[Redacted] 4

Task Force
[Redacted]

[Redacted]

Assisting Agents Soc. Sec. No X

1	-
21	-

Squad Supervisor
Approval (please initial)

Investigative Assistance or Technique Used

1 = Used, but did not help
2 = Helped, minimally

3 = Helped, substantially
4 = Absolutely essential

Rating	IAT	Rating	IAT	Rating	IAT
	Financ. Analyst Asst		Informant Info		Tech. Agnt. or Equip.
	Aircraft Assistance		Lav. Div. Exams		Telephone Tail Recs.
	Computer Assistance		Lab. Div. Field Supt		UCO - Group I
	Consensual Monitor		Pen Registers		UCO - Group II
	ELSUR / FISC		Photograph Coverage		UCO - Other
	ELSUR / Title III		Polygraph Assistance		NCAVC / VI - CAP
	Eng. Sect. Field Supt		Search Warrants Exec		Visual Invest. Anal.
	Eng. Sect. Tape Exams		Show Money Usage		Crisis Neg - Fed
	Hypnosis Assistance		SOG Assistance		Crisis Neg - Local
	Ident. Div. Assistance		Swat Team Action		

Accomplishment type * Accomplishment Date Serial No. of FD-515
Complaint 4-8-94 91

A. Complaint / Information / Indictment
Also Complete Section I
Serial number _____
Check if Civil / Rico Complaint

D. Recovery / Restitution / Potential Economic Loss Prevented (PELP) x *

B. Arrest / Locate / Summons
Arrest

Federal Local ♦
Subject Priority: A B C
 Subject Resisted
 Subject was Armed

Locate
Subject Priority: A B C
Summons
 Federal Local ♦

C. Hostage(s) Released
Released by: Terrorists Other
Number of Hostages: _____

H. Final Judicial Process

Conviction

Also Complete Section I

Date of Complaint, Information or Indictment: ____/____/____

Date of Conviction: ____/____/____

Date of Sentence: ____/____/____

Subject Description Code: ____ * ♦

Judicial State: _____ District: _____

Sentence type: ____ * ♦

Sentence Term: _____

In-Jail Years	Suspended Months	Probation Years	Probation Months

Fines: \$ _____

Recovery

Federal Local

Restitution

Court Ordered
 Pretrial Agreement

Code * Amount Code * Amount

\$	\$
\$	\$
\$	\$

E. Civil / Rico Matters

Also Complete Section I

Date of Complaint: ____/____/____

Judgment: ____ * ♦

Judicial Outcome: ____ * ♦

Fines: \$ _____

Suspension: Years Months

F. AFA Payment

Amount: \$ _____

G. Administrative Sanctions

Type:
 Suspension
 Debarment
 Injunction

Length:
 Permanent
 Years Months

Subject Description Code: ____ * ♦

I. U.S. Code Violations

Title	Section	Counts
18	32(g)(6)	1

Title	Section	Counts

Required for Sections A, E, and H (Conviction)

Optional for Section B (arrest)

<input type="checkbox"/> Federal
<input type="checkbox"/> Local ♦
<input type="checkbox"/> Felony
<input type="checkbox"/> Misdemeanor
<input type="checkbox"/> Plea
<input type="checkbox"/> Trial

Acquittal / Dismissal / Pretrial Diversion

Date of Indictment or Information: ____/____/____

Subject Description Code: ____ * ♦

MANUAL

SERIAL

J. Subject Information (Required for Sections A, B, D (Restitution), E, F, G, and H)

Sex	<i>M</i>
-----	----------

Subject Related to an LCN, Asian Organized Crime (AOC), or Italian Organized Crime (IOC) Group. (If checked, also submit form FD-515a)

* Additional information may be added by attaching another form or a plain sheet of paper for additional entries.

* Requires that a written explanation on plain paper be attached. (Court Ordered Restitution does not require a written explanation)

* See codes on reverse side.

164-A-ME-46828-7X

b6
b7C

05/17/94

***** COMPLAINT *****
SENSITIVE / UNCLASSIFIED

Case Number: 164A ME0046828
Serial No.: 71

Stat Agent Name: [REDACTED]
Stat Agent SOC: [REDACTED]

Report Date: 05/17/1994
Accom Date.: 04/08/1994

Does Accomplishment Involve

Drugs : N
A Fugitive : N
Bankruptcy Fraud. : N
Computer Fraud/Abuse. : N
Corruption of Public Officials: N
Forfeiture Assets : N

[REDACTED]

Assisting Agents SOC

◦
◦
◦
◦
◦
◦

Subject Name

[REDACTED]

RA Squad Task Force

HQ 4

b6
b7C
b7E

Investigative Assistance or Technique Used

FINAN ANALYST	INFORMANT INFO	TECH AG/EQUIP
AIRCRAFT ASST	LAB DIV EXAMS	TEL TOLL RECS
COMPUTER ASST	LAB FIELD SUP	UCO-GROUP I
CONSEN MONITR	PEN REGISTERS	UCO-GROUP II
ELSUR/FISC	PHOTO COVERGE	UCO-OTHER
ELSUR/III	POLYGRAPH	NCAVC/VI-CAP
ENG FIELD SUP	SRCH WAR EXEC	VISUAL INVEST
ENG TAPE EXAM	SHOW MONEY	CRIS NEG-FED
HYPNOSIS ASST	SOG ASST	CRIS NEG-LOC
	SWAT TEAM	ERT ASST

1 = Used, but did not help
2 = Helped, Minimally
3 = Helped, Substantially
4 = Absolutely Essential

Serial Number of Complaint. :

Is this a Civil Rico Complaint (Y/N): N

United States Code Violation

Title	Section	Counts
18	32AB	1

Accomplishment Narrative

[REDACTED] WAS PLACED UNDER ARREST BY MEMBERS OF THE MEMPHIS FUGITIVE TASK FORCE ON 4/10/94. HE WAS ARRESTED AT THE MED REGIONAL MEDICAL FACILITY 877 JEFFERSON AVENUE, MEMPHIS, TN. [REDACTED]

b6
b7C

SENSITIVE / UNCLASSIFIED

(Mount Clipping in Space Below)

(Indicate page, name of A-1, A-16, A-17 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, TennesseeDate 4/24/94
Edition Sunday

Title:

Character:

Classification: **OR**
Submitting Office: **164-A-ME-46828**

Indexing

STRUGGLE IN THE SKIES: THE SAGA OF FEDEX 705

Routine flight carried crew, assailant to height of terror

By **Dave Hirschman**
The Commercial Appeal

Captain Richard Boyle cursed the air traffic delays that kept the widebody Federal Express jet wandering aimlessly over Arkansas.

The DC10, loaded with thousands of pounds of computers and electronic equipment from the Silicon Valley in California, was already behind schedule. If the plane arrived too late in Memphis, it would slow the intensive late-night cargo sorting operation, delay dozens of jet departures and jeopardize the company's absolutely, positively overnight delivery pledge.

The plane touched down about five minutes late and the three-member crew taxied to the bustling FedEx super-hub at 12:47 a.m. But Boyle, co-pilot

Kathy Morton and flight engineer Auburn Calloway would not be allowed to fly the same trip to California scheduled later that afternoon, April 7.

Their round trip had taken eight hours and one minute. That put the crew 60 seconds past the government's mandatory cut-off point, and Federal Aviation Administration rules on pilot fatigue required them to stay off duty at least 16 hours before operating another flight.

That one extra minute likely spared Boyle and Morton from harm's way. It also put three other FedEx pilots at the center of an unprecedented midair attack by a fellow pilot who, investigators say, probably planned to commit suicide.

"They performed flawlessly in an extremely difficult and dangerous situation," said Boyle, a former Air Force

fighter pilot and Vietnam veteran. "To me, they are bona fide heroes."

That morning, FedEx flight schedulers in Memphis scrolled through computerized lists of DC10 pilots to put together a replacement crew.

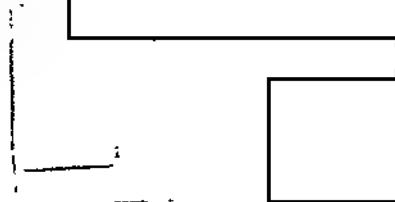
Andre Peterson, 39, would be the flight engineer. A quiet, civilian-trained aviator, Peterson was hired at FedEx in 1989 just before the company bought Flying Tigers and absorbed 940 additional pilots. Peterson was pushed to the very back of the combined pilot seniority list and spent the last four years on "reserve" status.

Instead of having a set schedule each month, he was constantly on call and had to be ready to leave on short notice.

"He never complained about his situation and always had a great attitude,"

Please see **FEDEX**, Page **A16**

164-A-ME-46828-
72



b6
b7C

FedEx

said Neil Lipe, a FedEx DC10 flight engineer hired at the same time. "I've never heard him say a bad word about anyone."

Coworkers knew Peterson as "Andy" and regarded him as a thoughtful, competent pilot with deep religious faith and an uncanny knack for knowing what others were thinking.

"He was like 'Radar' O'Reilly," said FedEx MD11 captain Mark Lombardo, referring to the clairvoyant corporal of *M*A*S*H* fame. "I flew with him in the DC10, and every time I'd start to ask for something, he'd give it to me before I could get the words out of my mouth."

The schedulers called Jim Tucker, 42, a brawny Navy veteran who joined FedEx in 1984, to serve as co-pilot.

Tucker qualified as a DC10 captain, one of about 200 of the company's 2,400 pilots to hold that position. But the Flying Tigers acquisition placed scores of more experienced pilots ahead of Tucker on the seniority ladder, and he usually flew trips in the right seat as co-pilot.

FedEx managers recognized Tucker's flying skill and easy rapport with coworkers, however, and made him a DC10 instructor.

At 6 feet, 4 inches tall and more than 220 pounds, Tucker maintained a strict physical fitness regimen. Tucker's biceps were so swelled from lifting weights that his wife Becky sewed inserts into his uniform sleeves to make them fit.

Tucker flew single-seat jets in the Navy and enjoyed "stick-and-rudder" flying. He owned a 45-year-old single-engine Luscombe that he kept on a small grass airstrip in North Mississippi, and his three children took turns riding in the passenger seat.

"Lots of airline pilots regard flying as just a job they do for a paycheck," said Fred Johnson, a FedEx DC10 captain. "But Tucker really loved all aspects of aviation."

He also had a knack for remembering names. And even though he might go for weeks or months between visits to small local airports, when he showed up, he greeted people by their first names.

Flight schedulers tapped David G. Sanders, 49, a tall, thin, former Navy pilot known for quiet leadership, to serve as cap-

'He was like 'Radar' O'Reilly. I flew with him in the DC10, and every time I'd start to ask for something, he'd give it to me before I could get the words out of my mouth.'

—Mark Lombardo

FedEx pilot

tain on Flight 705.

A 20-year FedEx veteran, Sanders was one of the first 200 pilots the company hired. He began his airline career flying small Falcon jets in hectic nocturnal dashes around the Midwest during the lean years when the cash-strapped Memphis company struggled to invent the overnight package delivery industry.

For such veterans, daytime trips on widebody jets were a luxury they could scarcely have imagined two decades ago when they made a half-dozen takeoffs and landings before dawn and hefted cargo themselves.

FedEx pilots elected Sanders chairman of their Flight Advisory Board in 1987, and the calm, even-keeled aviator represented them on work-related issues ranging from pay and scheduling to training rules and hiring practices.

On this trip, Sanders would not be away from his wife and daughter for long, however. He planned to return home to the Collierville area early the next morning after just two takeoffs and landings.

The crew members for Flight 705 began their preflight ritual on April 7 about one hour before they were scheduled to leave Memphis. Peterson, the flight engineer, was in charge of systems checks and performed the "walk around" on the DC10, inspecting its landing gear and control surfaces and looking for hydraulic fluid and fuel leaks; Tucker examined the paperwork and made sure the flight plan and amount of fuel on board were correct, and Sanders double-checked the weather they would encounter along the way.

it was all quite routine.

They would have one passenger. Auburn Calloway would ride in one of two jumpseats outside the cockpit rather than at his regular flight engineer position inside the DC10's cockpit behind the pilot and co-pilot.

None of the crew members knew Calloway. FedEx had long passed the days when all flight personnel knew each other.

But Calloway knew of them.

That morning, Calloway called the company's flight scheduling department to find out who the crew members on Flight 705 would be and whether any company employees would ride in the DC10's three remaining jumpseats. By punching an access code on his push-button phone, Calloway tapped into the FedEx computer in the scheduling department. An automated voice gave him the information he wanted.

"Tucker, Peterson and Sander-son (sic)," he wrote on a piece of scratch paper investigators found in his Parkway Village apartment.

Articulate and engaging, Calloway graduated from Stanford University in 1974 and went on to become a Navy pilot.

In 1976, about 1 percent of more than 10,000 Navy pilots were black. Calloway went through jet training in Meridian, Miss., earned his wings and mastered the difficult art of landing twin-engine S3 jets aboard aircraft carriers at sea.

He left the Navy in 1982 and moved to a commercial airline

career. And again, Calloway was part of an elite group. In 1993 government labor statistics showed about 5 percent of 101,000 U.S. airline pilots and navigators were black.

Perhaps because of his record of achievement, Calloway balked at some of the more servile cockpit traditions, especially the one that required the most junior pilot to bring coffee for the others and fill their cups at the flight engineer's station.

A divorced father of two, martial arts expert and scuba diver, Calloway helped organize a neighborhood watch group near his Memphis apartment. He was a vocal proponent of a pilots union at FedEx and helped put together a drive to collect baked goods for Northwest Airlines pilots to show appreciation for being allowed to ride on Northwest cockpit jumpseats.

But other aspects of Calloway's behavior concerned coworkers.

Calloway had been cited for showing up late and out of uniform for at least one FedEx flight. On a trans-Pacific trip, a pilot investigating a thumping sound deep within a DC10 found

FedEx flight 705 departed Memphis International Airport at 3:32 p.m. on April 7 into a cloudless blue sky and headed west.

Co-pilot Tucker sounded cheerful on the radio as he confirmed flight information with air traffic controllers in Memphis, FAA radio communications tapes show. *"Good afternoon. . . . Leaving 160 (16,000 feet altitude) direct Razorback, Express seven oh five."*

Calloway leaping and kicking his bare feet karate-style against the plane's cargo bay ceiling.

Jean-Claude Demirdjian, a Los Angeles-based FedEx pilot, wrote a letter to company managers in 1993 to draw attention to what he described as Calloway's attitude and behavior problems. Demirdjian said it was the only letter of reprimand he has ever written in more than 20 years of military and airline flying.

"He's one of the most clever individuals I've ever met," Demirdjian said of Calloway, his former flight engineer. "He's extremely manipulative and antagonistic. I flew with him on an eight-day trip and he was a constant challenge.

"He creates controversies where none exist."

No one doubted Calloway's ability, however, and he passed regular job proficiency checks during 5½ years at FedEx.

But Calloway's record before

coming to FedEx was under scrutiny. And on April 8 — the day after Flight 705 took off for California — he was scheduled to have a disciplinary hearing in Memphis that could have resulted in his firing.

Calloway had been hired at Flying Tigers in the 1980s but was terminated during his probationary period. He kept that information secret from FedEx, however, when the Memphis-based air cargo company hired him on Jan. 9, 1989, a few months before FedEx and Flying Tigers joined forces.

Former Flying Tigers pilots said they were surprised to find Calloway working at FedEx, but the issue never came up until this year.

On March 17, FedEx founder and chairman Frederick W. Smith appeared on the company's internal television network and held a question-and-answer session with employees. A FedEx pilot called in and asked Smith some pointed questions about why the company decided to build an air cargo facility in the Philippines and whether FedEx would hire foreign pilots to fly Asian routes.

Pilots recognized Calloway's voice, but the caller identified himself with another pilot's name and employee number.

Two weeks later, on April 1, FedEx managers sent Calloway a terse memo informing him of a disciplinary hearing that could lead to his firing. But the hearing had nothing to do with subjects discussed on the TV program.

"This letter is to notify you that a preliminary hearing to review the accuracy of the flight time data you provided to Federal Express in 1988 is scheduled for April 8, 1994 at 10 a.m.," the memo read. "You are directed to attend this preliminary hearing. You are directed to bring all historical flight time records to this preliminary hearing."

How the hearing would have gone is uncertain. But if Calloway left FedEx, he faced a difficult job market. American, Delta and United airlines have furloughed hundreds of pilots since 1992. And because airline rules would require him to start at the very bottom of the seniority list with a new carrier, the 42-year-old would face diminished prospects of becoming a wide-body jet captain with annual pay of \$180,000 or more.

Pilots who had flown with Calloway recently said he didn't seem depressed about the meeting. But he felt managers had unfairly singled him out for harsh treatment.

When a mechanical problem surfaced on a DC10 during a pre-flight check and tons of freight had to be switched to another airplane, a Memphis manager questioned the crew about their decision. Once they took off, Calloway told crew members the manager was "out to get him," and that they were going to accuse him of lying on job application forms and poor performance. He then produced a file folder full of letters from FedEx captains praising him for his job performance.

Calloway was waiting at the DC10 when the three crew members for Flight 705 arrived. They greeted each other and boarded

the aircraft. Neither Peterson, Tucker nor Sanders knew Calloway smuggled four hammers, a spear gun and a survival knife into the airplane in a guitar case, or that he had made financial arrangements for dependents and family members and carried a suicide letter with him.

Unlike other company employees who ride in FedEx cockpit jumpseats, pilots do not have to pass through metal detectors or put their baggage through X-ray

"Center, center emergency: I've been wounded. We've had an attempted takeover on board the airplane. Give me a vector (compass heading to fly) back to Memphis at this time. Hurry."

—Jim Tucker,
co-pilot
in message to
air traffic
controller

machines. The FAA began requiring those searches of passengers in 1974 at the insistence of pilots outraged at recent skyjackings.

Later, the rules were expanded so that pilots, too, were required to undergo the same searches as passengers at airport terminals. The point of the more stringent rules was to prevent terrorists from posing as pilots and smuggling weapons onto airplanes — not to protect genuine pilots from their colleagues.

■ ■ ■

FedEx flight 705 departed Memphis International Airport at 3:32 p.m. on April 7 into a cloudless blue sky and headed west.

Co-pilot Tucker sounded cheerful on the radio as he confirmed flight information with air traffic controllers in Memphis, FAA radio communications tapes show. "Good afternoon... Leaving 160 (16,000 feet altitude) direct Razorback, Express seven oh five."

Sanders, Tucker and Peterson have declined all interview requests. However, FedEx colleagues who have talked with them in detail and recently released FAA radio communications tapes indicate this is what happened next:

As the plane climbed through 18,000 feet, Calloway exploded through the unlocked rear door. He struck engineer Peterson twice and co-pilot Tucker once with powerful hammer blows. Their skulls fractured and doused the cockpit with blood.

Calloway swung the hammer at Sanders who partially deflected several blows with his right arm. The attacker backed off momentarily and pointed a spear gun at Sanders who had started to unbuckle his seatbelt harness and rise from his chair.

At that moment Tucker did something DC10 pilots aren't supposed to do: He slammed forward on the control yoke, and the sudden onset of gravitational forces lifted Calloway off the floor, then dropped him.

Sanders and Peterson quickly seized the advantage.

Peterson reached for the spear gun and Sanders grabbed the hammer. Tucker maneuvered the plane up and down and from side to side, and the sudden movements pushed the three combatants outside the cockpit.

A DC10 is designed to be flown sedately with a maximum 2½ times the force of gravity, or G-forces, pushing occupants into their seats. Tucker's abrupt control movements strained the airplane. Excessive aerodynamic forces tore counterbalance weights off the DC10's tail and pried metal panels loose from one engine.

"Center, center emergency," Tucker called to Ken Fleshman, a 27-year-old air traffic controller monitoring the flight from the Memphis Air Route Traffic Control Center on Democrat Road.

"I've been wounded. We've had an attempted takeover on board the airplane. Give me a vector (compass heading to fly) back to Memphis at this time. Hurry."

Sanders, Peterson and Calloway scratched, kicked and bit each other as they struggled for control in the 20-foot wide space between the galley and the cavernous cargo bay. The crew members fought desperately but could not subdue the attacker.

Sanders yelled to Tucker for help.

Tucker had been seriously injured by the hammer blow and likely suffered weakness on the right side of his body and impaired vision. But he switched on the autopilot, left his seat and re-entered the savage, life-or-death brawl.

Repeated radio calls from air traffic controllers went unanswered while the DC10 cockpit was vacant. Controllers quickly closed the airport's three active runways to all other flights.

Paul Candalino, 48, air traffic controller at Memphis International Airport, prepared to handle communications with the DC10 and watched on his radar screen as the plane headed east toward Memphis, then veered off course, first to the northeast, then to the west away from the city.

"I don't know what's going on now," Candalino said to another air traffic controller. "He's heading northeast-bound, not talking to me."

Finally, after about 95 seconds of silence, Sanders came on the radio and asked if Candalino could hear him. He could, and gave directions for Sanders to turn the jet toward the airport again.

Candalino asked Sanders if the situation on board was under control.

"We appear to have it under control," the captain replied.

Workers at the Memphis control tower directed a radio signal called a localizer to the west so Sanders could use onboard instruments to guide the jet to the

Please see CREW, Page A17

From Page A16

Crew

runway. As the DC10 tracked the radio signal, Candalino asked how many people were involved in the takeover attempt.

"There's one person that lost it," Sanders told him. "The jump-seat passenger is the one that attacked the crew."

At 15 miles, Candalino asked if the situation was still under control.

"Well, it's sort of under control," said Sanders.

About five miles from the runway, it became clear that the DC10 with 85,000 pounds of fuel on board was too high and traveling too fast to land on the east-facing runway.

Sanders told controllers he was going to try and put the airplane down on a north-south runway and immediately received clearance to do so.

About 4,000 feet over Southwest Memphis, Sanders turned right and descended. At about 1,600 feet above the ground, he banked sharply left to align the plane with the runway. The DC10's wings tipped about 60 degrees and the plane appeared headed toward a taxiway when Sanders leveled off, straightened out and touched down on the runway.

The plane far exceeded its normal maximum landing weight and was traveling about 215 miles per hour when it touched down, much faster than the normal landing speed of 160 miles per hour. Emergency workers feared the plane's tires would blow or its brakes would be unable to stop it.

But the plane came to a halt on the runway centerline.

As soon as it stopped, Sanders yelled to air traffic controllers to send help immediately.

"Get here now!" he shouted over the radio. "Get over here in a hurry!"

Sanders rushed to the galley area where the close-quarters struggle was still under way 20 minutes after it began.

Sanders considered blowing open the emergency door on the left side of the airplane but his fellow crew members were too close, and he was concerned they might fall out of the plane.

Medical personnel who examined the pilots said Tucker's injuries were the most serious, and he underwent emergency surgery for a blood clot in his brain. Tucker was unable to speak at first and had only partial movement on the right side of his body. He has begun walking on his own, however, and is taking part in an in-patient rehabilitation program at Baptist Memorial Hospital.

Peterson spent several days at The Med before returning home,

and friends say his sense of humor already has returned.

"He was joking about how tough life was," said a FedEx pilot who visited recently. "He was on reserve when he got called out on the trip, so he was getting regular pay. The other guys were getting time-and-a-half."

Calloway's condition also has improved and he is expected to make a full recovery. He is being kept under guard in the hospital's prison ward and has refused to speak with medical personnel or investigators without his lawyer present.

Only Calloway knows what he would have done had he gained control of the massive jet.

Crew members on Flight 705 told other FedEx employees that Calloway was calm and deliberate throughout the attack.

If Calloway had intended to do as much damage to the company as possible, a 500,000-pound airplane with 85,000 pounds of fuel traveling at 300 miles per hour or more would have made an awesome weapon. The com-

pany's headquarters, flight operations department, and main sorting hub are located near Memphis International Airport, and the hundreds of employees in those buildings could not have been evacuated before the fast-moving jet returned.

The FBI has the audio tape from the cockpit voice recorder. The device records cockpit conversations on a looping 30-minute tape which continuously records over itself.

Investigators intend to use it as evidence in a criminal case against Calloway. Calloway has been charged with attempting to injure another person on a civil aircraft, and investigators plan to pursue additional charges of air piracy.

Crew members dismiss the praise they have received for landing the airplane safely.

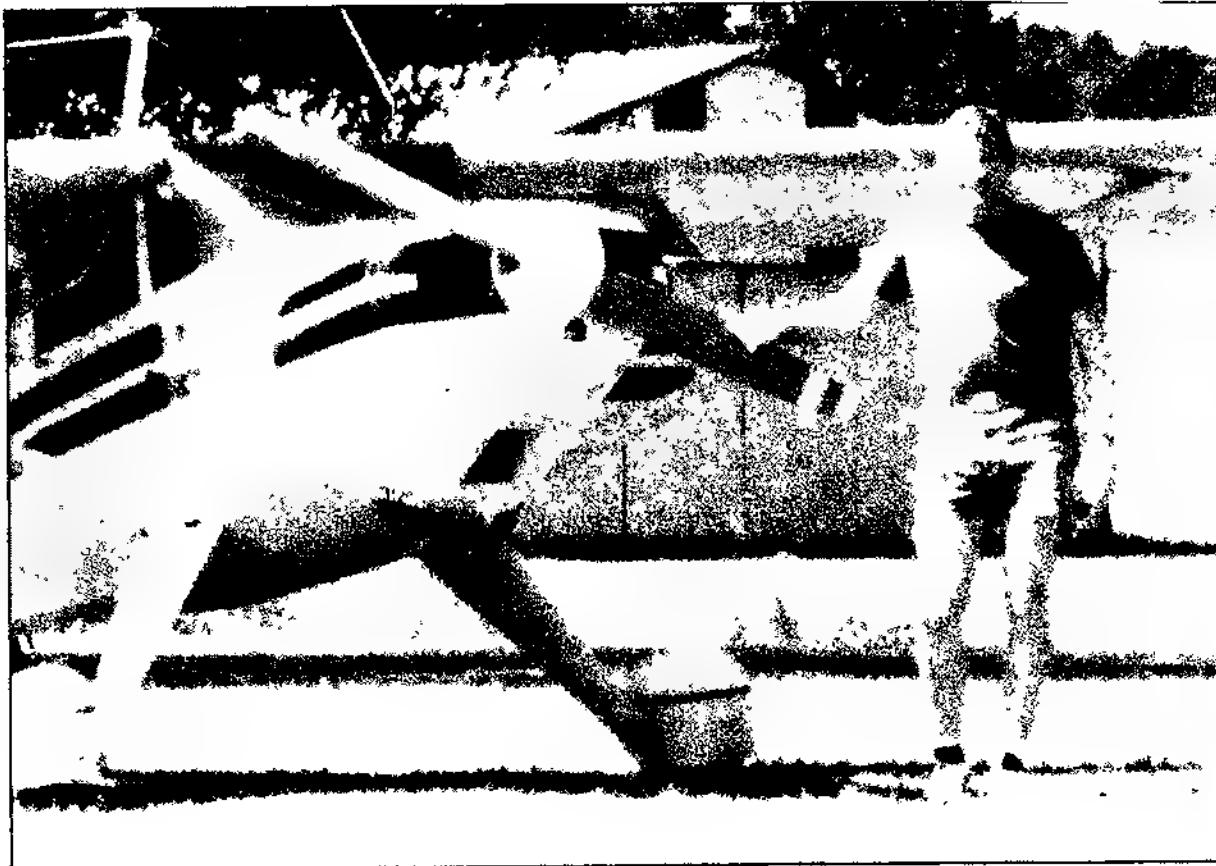
"They don't think they did anything heroic," said a FedEx pilot who spoke with them. "They feel they just did what they had to do to stay alive."

He pulled the lever on the right-side door and an emergency slide inflated and reached to the ground.

An emergency medical worker climbed the chute and restrained Calloway with handcuffs borrowed from a police officer.

All four pilots were transported by ambulance to the Regional Medical Center at Memphis. Sanders was treated and released that night but Tucker, Peterson and Calloway remained in critical condition overnight.

STRUGGLE IN THE SKIES: THE SAGA OF FEDEX 705



By Gary Austin

Though seriously injured, brawny DC10 co-pilot Jim Tucker threw a midair attacker off-balance by violent maneuvers. The Navy veteran, popular with FedEx coworkers, owns a small plane.

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Memphis, TennesseeDate: 4/24/94
Edition: Sunday

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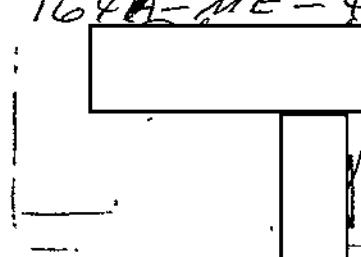
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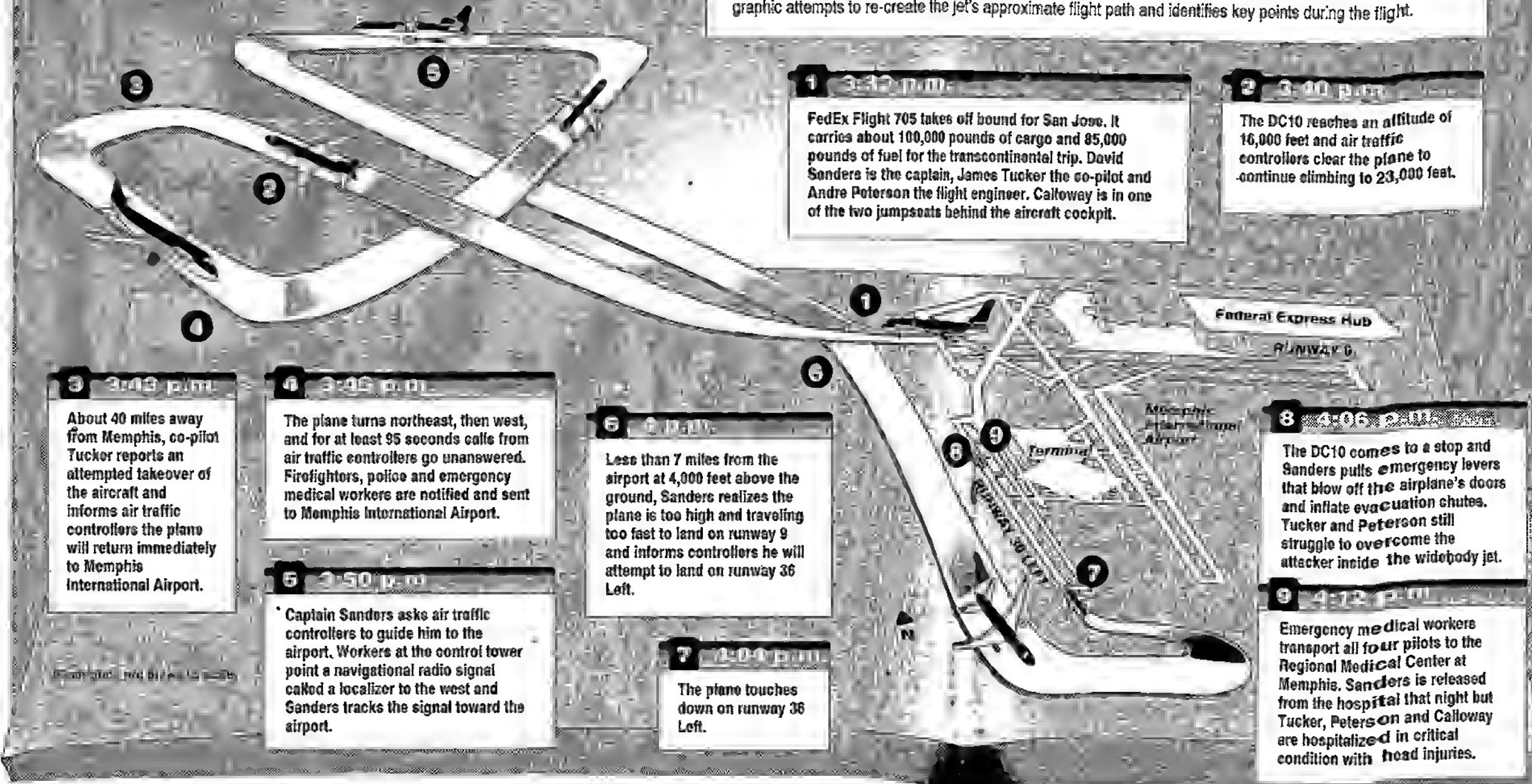
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LOGGLE IN THE SKIES: THE SAGA OF FEDEX 705

THE PATH OF FEDERAL EXPRESS FLIGHT 705



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newspaper city and state)THE COMMERCIAL APPEAL
Memphis, Tennessee

Date 5/3/94

Edition Daily

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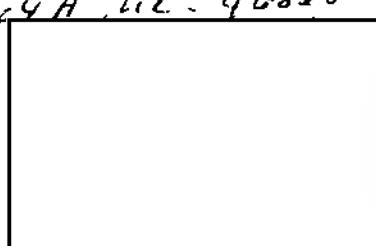
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164A-ME-46828-74





By Mike Maple

Calloway goes to court

Suspended Federal Express flight engineer Auburn Calloway — described by his attorney A C Wharton as being in "a tremendous amount of pain" — is wheeled into federal court Monday for a hearing into charges that he attacked a three-member FedEx crew shortly after takeoff April 7 and threatened the pilot with a speargun. Calloway intends to plead not guilty, said his attorneys. A May 23 bond hearing is set. The case could go to a grand jury this month. Story/B1

Lawyers mum on navigator defense

Calloway to deny guilt in melee on FedEx flight

By Chris Conley
The Commercial Appeal

Auburn Calloway grimaced and complained of pain but offered no new clues Monday during his first federal court hearing into charges that he attacked a Federal Express crew moments after takeoff.

During the brief hearing, Calloway — who was pushed into court in a wheelchair — sat silent and slumped over, his head resting on his left hand. The FedEx flight engineer has been suspended indefinitely and without pay.

The FBI says Calloway, who on April 7 was riding as a passenger in the jumpseat of Flight 705, attacked the three-member crew from behind with a claw hammer and threatened the pilot with a speargun before being subdued by the trio. An FBI affidavit said he left a suicide note in the airplane.

Without revealing the defense strategy, Calloway's attorneys said he would plead not guilty when arraigned following an indictment.

Calloway has been charged in a criminal complaint with performing an act of violence against an individual on a civil aircraft. A May 23 date was set

for a bond hearing and probable cause hearing before U.S. Magistrate James Allen. The case may be presented to a grand jury this month.

Asst. U.S. Attorney John Fowlkes said he will ask that Calloway be held without bond.

Meanwhile, Calloway will be held at the Federal Correctional Institution in Memphis.

"He's going to plead not guilty," said Harvard law professor Charles Ogletree, who represents Calloway with Memphis attorney A.C. Wharton. "We're going to try to prove he is not guilty . . . that will all be resolved in court."

Ogletree, who represented Anita Hill in the Senate confirmation hearing of Supreme Court Justice Clarence Thomas, said he has known Calloway for 20 years, since the two were classmates at Stanford University. Asked whether the defense would include an insanity plea, Ogletree responded, "Next question." But Ogletree said, "It's too early to start formulating a defense. We are still working with Mr. Calloway on what will be the defense."

The defense lawyers said they had not read what the FBI describes as a suicide note. That note, Ogletree said, "may never appear in evidence," indicating

the defense may seek to keep the note out of evidence during Calloway's trial.

The case has been impeded by Calloway's condition and by the need to interview family members and friends around the country. Calloway, who was released from the Regional Medical Center at Memphis on Friday, was critically injured in the altercation.

Capt. David Sanders suffered deep cuts and bruises and was treated and released. Co-pilot Jim Tucker and flight engineer Andy Peterson were critically injured in the attack. Both since have been released but Tucker is an in-patient receiving rehabilitation therapy.

Wharton said Calloway is in "a tremendous amount of pain, and that has been for some time."

Calloway has received calls from "a number of people expressing sympathy and understanding," Wharton said. "A lot of people, for some reason, do have a lot of identity with this situation."

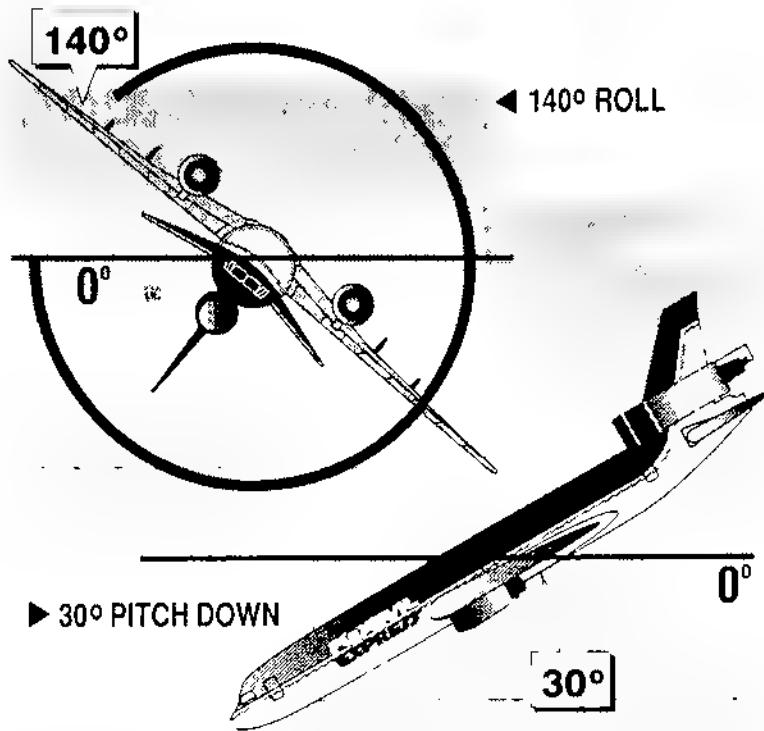
The hearing was delayed several hours when Calloway complained of chest pains, numbness and loose teeth. He was examined by doctors at The Med and released several hours later, said U.S. Marshal Buck Wood.

At one point in the hearing the marshals were asked to get a pain killer from a bag containing Calloway's belongings.

Also in the bag were several magazines, a Bible and a book titled *The Life of Jesus Christ*.

Erratic maneuvers

FedEx Flight 705 rolled about 140 degrees and pitched down about 30 degrees April 7 when crew members erratically maneuvered the plane to throw an attacker off balance, company employees with access to information from the plane's flight data recorder said Monday.



The brakes on the DC10 and part of its tail were replaced after landing at Memphis International Airport, and the three-engine jet has returned to service. The maneuvers did not cause severe damage nor put the plane in an unairworthy condition, said FedEx spokesman Tom Martin. "It was a heck of a flying job."

By Deborah D. Young

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/29/94

[redacted] white female, date of birth: [redacted]
[redacted] social security number: [redacted] was interviewed at
her place of employment.

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[redacted] telephone number, [redacted]
After being advised of the identity of the interviewing agent,
and the nature of the interview, [redacted] provided the following
information;

[redacted] who resides at [redacted]
[redacted] currently is employed [redacted]
[redacted] she became aware that [redacted]

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Investigation on 4/28/94 at [redacted] File # 164A-ME-46828 *75*

by [redacted] Date dictated 4/29/94

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FEDERAL BUREAU OF INVESTIGATION

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United States District Court

WESTERN

TENNESSEE

DISTRICT OF

TO:

WESTERN DIVISION

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b7CSUBPOENA TO TESTIFY
BEFORE GRAND JURY

SUBPOENA FOR:

 PERSON DOCUMENT(S) OR OBJECT(S)

YOU ARE HEREBY COMMANDED to appear and testify before the Grand Jury of the United States District Court at the place, date, and time specified below.

PLACE

UNITED STATES GRAND JURY
FEDERAL OFFICE BUILDING
167 NORTH MAIN
MEMPHIS, TENNESSEE 38103

COURTROOM

GRAND JURY ROOM

DATE AND TIME

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b7C

YOU ARE ALSO COMMANDED to bring with you the following document(s) or object(s):*

You may comply with this subpoena by turning over
the requested documents to Special Agent
, Federal Bureau of Investigation, 167 N.
Main, Memphis, TN 38103, (901) 525-7373.

b6
b7C Please see additional information on reverse

This subpoena shall remain in effect until you are granted leave to depart by the court or by an officer acting on behalf of the court.

CLERK

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SERIALIZED	FILED
MAY - 9 1994	
FBI - MEMPHIS	

NAME, ADDRESS AND PHONE NUMBER OF ASSISTANT U.S. ATTORNEY

1026 Federal Office Bldg.
Memphis, Tennessee 38103

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of the United States of America

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FBI - MEMPHIS			

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/29/94

[REDACTED]
[REDACTED] was informed of the identity of the contacting agent, and was subsequently served the attached United States subpoena for the Western District of Tennessee. This subpoena requires [REDACTED] to the issuing Federal Grand Jury Memphis, Tennessee, or the deliverance of the documents to a Special Agent of the Federal Bureau of Investigation:

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Investigation on 4/28/94 at Memphis, Tennessee File # 164A-ME-46828 - 78
by [REDACTED] Date dictated 4/29/94

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/29/94

[redacted] was contacted at her place of employment. After being advised of the identity of the contacting agent, [redacted] was served the attached United States subpoena for the Western District of Tennessee. This subpoena commands [redacted] to the issuing Federal Grand Jury, Memphis, Tennessee or deliver the documents to a Special Agent of the Federal Bureau of Investigation:

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Investigation on 4/28/94 at Memphis, Tennessee File # 164A-ME-46828- 79
by [redacted] Date dictated 4/29/94

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Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 4/25/94

From : SSA [redacted]

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Subject: [redacted]

CRIME ABOARD AIRCRAFT -
ASSAULT ON FLIGHT CREW
(OO: MEMPHIS)

1. Date case file opened: 4/8/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay: [redacted]

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[redacted]

[redacted]

(1)

[redacted]

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United States District Court

WESTERN

TENNESSEE

TO

DISTRICT OF
WESTERN DIVISION

SUBPOENA TO TESTIFY
BEFORE GRAND JURY

SUBPOENA FOR

 PERSON DOCUMENT(S) OR OBJECT(S)b3
b6
b7C

YOU ARE HEREBY COMMANDED to appear and testify before the Grand Jury of the United States District Court at the place, date and time specified below

PLACE

UNITED STATES GRAND JURY
FEDERAL OFFICE BUILDING
167 NORTH MAIN
MEMPHIS, TENNESSEE 38103

COURTROOM

GRAND JURY ROOM

DATE AND TIME

b3

YOU ARE ALSO COMMANDED to bring with you the following document(s) or object(s) *

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You may comply with this subpoena by turning over
the requested documents to Special Agent [redacted]
[redacted] Federal Bureau of Investigation, 167 N.
Main, Memphis, TN 38103, (901) 525-7373.

 Please see additional information on reverse

This subpoena shall remain in effect until you are granted leave to depart by the court or by an officer acting on behalf of the court.

CLERK

DATE

NAME, ADDRESS AND PHONE NUMBER OF ASSISTANT U.S. ATTORNEY

[redacted]
1026 Federal Office Bldg.
Memphis, Tennessee 38103
[redacted]

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of the United States of America

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newspaper city and state)THE COMMERCIAL APPEAL
Memphis, TennesseeDate 4/24/94
Edition Sunday

Title

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing

Calloway family doubts account of FedEx attack

By Marc Perrusquia
The Commercial Appeal

SAN DIEGO — Family members and acquaintances of Auburn Calloway are still trying to make sense of the April 7 melee aboard Federal Express Flight 705.

They can't understand why Calloway would use a claw hammer to attack three crew members or want to kill himself, as officials charge.

"He's in the picture of health. He's making good money. Why would he want to kill himself?" said Earl Calloway, father of the FedEx flight engineer.

"I do know this. He wouldn't hijack no damn airplane."

Until the incident, Calloway, 42, seemed to be living the quintessential success story of a man who faced heavy odds and won.



**Auburn
Calloway**

An honor society student and a member of the chess club at a Washington, D.C., high school, Calloway went on to graduate from prestigious Stanford University in California.

After college, he became one of the Navy's few black jet pilots, then later traveled the globe as an airline pilot.

Along the way, he impressed acquaintances as an intelligent, caring soul who organized neighborhood crime watch programs and took an interest in social causes.

His father said he still can't believe it.

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Suspect

"It's one big deal of racism," said the elder Calloway, 74, a retired postal worker who lives in Washington. "Nobody wants to see a black dude that's educated flying a plane."

Patricia Calloway, who visited her former husband at the Regional Medical Center at Memphis shortly after the incident, expressed similar sentiments.

She said Calloway has been "smeared" by the media, but said she would not comment further.

"It's a white boy story," said Ms. Calloway, 41, who lives in Chula Vista, Calif. "He's getting a raw deal. They're jealous of him. They always have been. They orchestrated this."

Still, the Calloways, who spoke briefly and reluctantly last week, would not provide details to back their claims. And, at Patricia Calloway's request, even the minister of the San Diego church that Calloway attended told the congregation last week not to speak to the media.

FedEx spokesman Tom Martin called the family's assertions "preposterous," saying the three crew members aboard Flight 705 didn't know Calloway.

"It had nothing to do with race," Martin said.

Officials do know that Calloway faced a hearing April 8, the day after the incident.

FedEx had asked to review the accuracy of flight time data Calloway provided the company in 1988, a year before Calloway was hired.

Flight tapes show a pilot aboard Flight 705 made an emergency radio call to air traffic controllers, reporting an "attempted takeover" of the DC10 cargo plane.

FBI officials later confiscated several hammers and a spear gun that they said Calloway smuggled onto the plane. They also found a note that indicated "the high potential that Calloway planned to commit suicide on the flight," an affidavit said.

As for Calloway, he is listed in satisfactory condition and remains under guard in the prison ward of The Med. He has been suspended indefinitely without pay from FedEx.

A hospital spokesman said Calloway has not been allowed to talk to the media at the direction of the FBI.

Auburn Calloway was born Dec. 13, 1951, and is one of five Calloway children.

The elder Calloway describes his son as being bright and adventurous.

"He's a fine guy, my son. And not because he's my son," he said. "I've always taught my kids to do right."



Auburn Calloway (left) and his lawyer, Charles Ogletree, have been friends since these college photos were made.

Graduating from Frank W. Ballou High School in Washington in 1969, Calloway dreamed of becoming a doctor, his father said.

Opportunities at the time were limited, but young Calloway looked west to Stanford, an exclusive, private university south of San Francisco.

In 1969, campus unrest rocked Stanford and colleges nationwide. When Dr. Martin Luther King Jr. was assassinated a year earlier, 70 black students were enrolled at Stanford.

Black students pressured the Stanford administration to double black student enrollment in 1969.

Calloway was among the first wave of black students to enter school there that fall.

Calloway initially declared a major in biology, records indicate. But he changed direction in midstream.

A member of the German club in high school, Calloway appeared to develop an interest in international affairs in college. The 1974 Stanford Quad yearbook shows Calloway frequented the Hammarskjold House for international students.

Along the way, Calloway learned to speak Portuguese, German French and a little Italian, his father said. The younger Calloway once traveled with a friend to South America and took a motorcycle ride across the United States, his father said.

While in college, Calloway was a contemporary of Charles J. Ogletree, now a Harvard law professor and attorney who will be a defense lawyer for Calloway against the criminal charge he now faces. Ogletree was out of the country last week and unavailable for comment.

At Stanford, Ogletree was chairman of the Black Students Union, president of the Stanford student body, and also served as editor of The Real News, an alternative weekly newspaper published by black students.

Calloway graduated from Stanford in 1974 with a bachelor's degree in African and Afro-American Studies.

In 1976, he joined the Navy's flight training program, eventually earning the rank of lieutenant, military records show. In that period only one in 100 Navy pilots were black.

Stationed in San Diego, Calloway learned to fly S3 Viking planes as part of the Navy's antisubmarine warfare program.

His decorations included a humanitarian service medal, Navy expeditionary medal, sea service ribbon and expert pistol medal. He was honorably discharged April 1, 1982, records show.

Calloway married Patricia Rose Thompson in 1977. The couple owned a comfortable three-bedroom house in San Ysidro, Calif., from 1979 to 1982, San Diego County property records show.

The couple sold the house to move to New York, where Patricia earned a master's degree in journalism in 1983 from Columbia University.

Carlos Valdes bought the house.

"He was kind of a friendly guy," said Valdes, 57.

Calloway protected his house with an alarm system and by nailing shut all the windows, Valdes said.

Valdes, who assumed Calloway's mortgage, said he paid Calloway \$12,000 in cash to buy him out. Calloway also asked for another \$800. But Valdes said he only paid him half of it because Calloway had failed to make some repairs, including the windows he had nailed shut.

Valdes said he thought the incident was long forgotten, but eight years later Calloway drove back through the neighborhood looking for him to collect the \$400 he felt he was still owed, Valdes said.

"I asked neighbors: Did he say where he was staying? Did he say where I could get ahold of him? No."

The Calloways moved several times after 1982, living briefly in New York then living nearly two years in Atlanta in the mid-1980s before returning to the San Diego area by 1987.

During that time, they also had two children — a girl, Keealah, born in 1982 and a boy, Auburn Jr., born in 1987.

Auburn Calloway filed for divorce in 1988 and the marriage was officially severed two years later. Court documents attribute the demise of the marriage to irreconcilable differences.

FedEx hired Calloway in January 1989 and he has lived in at least two apartments in the Memphis area. Most recently he lived in a three-bedroom townhouse east of the Memphis International Airport.

Calloway frequently visited his children in the San Diego area, where people who knew him said they were puzzled by the recent developments.

"I'm totally shocked and surprised," said Lezetta Davis, a San Diego attorney who is a member of St. Paul's United Methodist Church where Patricia

Calloway also is a member. "I feel so bad for these children that this has occurred...."

Rev. John Greene, pastor at St. Paul's, said Calloway attended the church periodically.

"Whenever I saw him he was with his kids," either bringing them to church or picking them up, Greene said.

Greene said the last time Calloway attended St. Paul's was April 3 — Easter Sunday.

The week before Flight 705, Calloway hired Lori Kosten, 29, a tennis instructor at Wimbleton Sportsplex in East Memphis, to give a week of lessons to his two children who were visiting from California.

"I thought he was a very nice, intelligent man," said Kosten.

Calloway impressed Kosten with his attention to his daughter, 11, and his son, 7.

He asked detailed questions about their progress, bought tennis clothes for them, took pictures, even checked out instructional books and tapes from the library, Kosten said.

Kosten said Calloway didn't seem depressed. He did express a vague concern about the future, she said.

"He said he wasn't going to be a pilot much longer," she said. "We didn't go into it. The subject was changed."

After the week of lessons for the children, Calloway set up a session for himself for April 7, the day of the FedEx incident.

But Calloway called the night before and canceled.

"He said something had come up," Kosten said. "He talked about rescheduling either Tuesday or Thursday."

On April 7, Calloway was a passenger on San Jose, Calif.-bound Flight 705, where authorities say he attacked Capt. David Sanders, First Officer James Tucker and Second Officer Andre Peterson.

Earl Calloway says Auburn was going to California to visit his son, Auburn Jr., who celebrated his seventh birthday April 9 — two days after the incident.

"Auburn as I knew him was an extremely intelligent person," said Clifton Blevins, a San Diego attorney who represented Calloway in a personal injury lawsuit he filed following an auto accident in the early 1980s and who has known the family for several years.

"He was intense," Blevins said. "He might go out to a nightclub, but he was very quiet. He was a thinker."

"I was shocked. I just thought, 'This could not have happened this way.'"

The Commercial Appeal librarians Virginia Everett, Rosemary Nelms, Greg Parham and Janet Smith assisted with research for this story.

AVIATION REQUEST
MEMPHIS DIVISION

FILE NUMBER: 164A-ME-46828

CASE AGENT SA

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REQUESTED BY: SA

DATE RECEIVED: 4-12-94

TYPE OF MISSION: SURVEILLANCE PHOTO U/C OPS

TRANSPORTATION OTHER _____

DATE(S) OF REQUESTED AVIATION MISSION: ASAP

TIME: ASAP

SUBJECT(S): _____

OBJECTIVE: PHOTOGRAPH MEMPHIS INTERNATIONAL AIRPORT
AND FED. EXPRESS TERMINAL

BACKGROUND: RE RECENT ASSAULT ON FED EX PILOTS BY ANOTHER
EMPLOYEE PILOT.

ORAL APPROVAL OF SQUAD SUPERVISOR: YES NO

ORAL APPROVAL BY: SAC ASAC NOT APPROVED BY: SAC ASAC

REMARKS: COMPLETED 4-13-94

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164A-ME-46828-83

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FBI - MEMPHIS	
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Man accused in FedEx pilot attack leaves Med

Calloway jailed in private cell till court appearance Monday

By Toni Lepeska
The Commercial Appeal

The Federal Express pilot accused of attacking three crew members faces a Monday court hearing after being released from the hospital and taken to jail.

Auburn Calloway had been under guard in the prison ward of the Regional Medical Center at Memphis since the April 7 attack.

He was discharged Friday afternoon. Deputies took him to the Shelby County Correction Center, where he was placed in a private cell.

"We're going to pick him up Monday and take him to the judge," said Tommy Thompson, supervisory deputy with the U.S. Marshals Service. "We'll take him to a different jail. We don't

know where yet."

At the federal court hearing, the judge will read the accusations against Calloway and either set bond or set a date for a bond hearing, Thompson said.

Calloway, 42, is charged with willfully performing an act of violence against an individual on a civil aircraft.

He is accused of attacking the three crew members, Capt. David Sanders, Jim Tucker and Andre Peterson, as they sat strapped into their seats aboard the San Jose-bound Flight 705.

The DC10 was 40 miles out of Memphis International Airport over Arkansas at the time.

Sanders, Peterson and Tucker have been released from The Med.

Calloway was injured while fighting with the crew.

After the plane landed safely, FBI officials confiscated several hammers and a speargun they said Calloway smuggled onto the plane.

As a crew member, Calloway entered the airplane without being checked for weapons.

He sat in a jumpseat behind the cockpit as a passenger.

Authorities also found in the

(Indicate page, name of B-1, B-9 newspaper, city and state.)

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jet a note that indicated Calloway planned to commit suicide, an FBI special agent said in an affidavit.

In a search of Calloway's apartment, FBI agents found a handwritten list of the three injured crew members, the affidavit says.

Officials haven't said what they believe the motive is.

Calloway, who worked for FedEx 5½ years, was to meet with supervisors April 8 about discrepancies in his work history.

He has been suspended indefinitely without pay, FedEx officials have said.

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FBI - MEM	

5/1/94

(Editorial
Section)

Charge of racism has no basis in case of FedEx 705 attack

To The Commercial Appeal:

... The initial subtle implications made by unknowing commentators that racial motivation was an element in the events (of Federal Express Flight 705 on April 7) raised concern that an effort would be made to cloud the truth. Your April 24 article escalated the issue of racism into the forefront. I am deeply concerned at the implications that are now before us.

I am ashamed that Auburn Calloway is a pilot, a member of our unique fellowship of aviators. His singular and unprecedented act of terrorism betrayed a trust that has existed without question or concern since man first took to the air. He is looked upon and judged by the fact that he is an aviator. The color of this man is absolutely inconsequential with respect to the violence he employed against his aviation brothers. From the perspective of the flight crew attacked, racial bias played no role in the skies over Arkansas.

Please consider these facts and blind yourself to the color of his skin. This hammer-wielding man was facing questions as to his veracity in offering his credentials to Federal Express. He was to be given a hearing that he surely must have realized would reveal substantial shortcomings. He anticipated dishonor and discredit.

Faced with this difficult impending situation, he exercised studied deliberateness in planning and executing a vicious attack that under virtually any other conditions might have succeeded. Had there not been divine intervention, we would have never known the truth. Had a few very subtle differences fallen into place, the outcome could have been the flaming wreckage of a DC10 in a familiar location and a massive loss of life. A very large proportion of that carnage could have been people of color. Would the claim of racism have then been asserted?

The fact that Auburn Calloway was a man of color does not alter the situation nor does it give rise to any other motivation. This man knew what he was doing and was motivated by his own deceit and the coming revelations. Anyone who raises the spectre of racism as a defense in this case of air piracy and attempted murder diminishes the stature of honorable, competent and respected airmen of color who know better. We are Federal Express pilots, Americans, and family men and women fortunate to be in a select body of aviators. In the cockpit, there is no color

and no gender, only professionalism, competence, mutual respect and love of flight.

Frederick W. Smith founded Federal Express and instituted his great social experiment on equality of opportunity. I firmly believe that our company would be the last to be challenged from within on any charge of bias. Were the truth to be known, the scales are likely to have been tilted in favor of minorities to assure that racial or gender bias was eliminated. . . . The assertion of racism as an aspect of this violent act dishonors our company, our employees regardless of heritage or origin, and those honorable people of color who have so diligently endeavored to take their proper place in society.

I offer one final thought for consideration. Investigation has revealed that the advantage during the desperate aerial struggle shifted on occasion to the flight crew. Each in turn had the opportunity and, perhaps most would say, absolute justification to kill their assailant and end the immediate threat. They had vivid reason to hate, but hatred did not rise up. They each elected to further subdue him and to allow justice to operate: They sustained additional injuries as a result, but they honored the Sixth Commandment. That is the essence of the moral man.

To this day, the individuals involved and their families do not speak of hatred for this man, this "pilot" who so radically changed their lives. They do not refer to him with disrespectful racial epithets or invective. The families seek only to restore their fathers and husbands to their physical and emotional states so familiar and appreciated by their compatriots before Flight 705. All of us at Federal Express share these desires and pray that false claims of racism do not tear into the tightly woven fabric of our company.

I am very proud to claim David Sanders, Jim Tucker and Andre Peterson as my friends and fellow Federal Express pilots. There are none finer. Their perseverance, tenacity, moral character, courage and exceptional aeronautical accomplishments reflect great credit upon our profession and upon our company. We at Federal Express salute them, respect them and eagerly await their return to share the cockpit with us.

CAPT. EMORY BROWN
Federal Express
Collierville



ACTION COMMUNICATION

Date: 05/11/94

FROM: SAC, MEMPHIS (164A-ME-46828) (P)
SQUAD 4

CONTACT: SA [redacted]

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TO: SAC, SAN DIEGO (Encl. 2) (PRIORITY)
SQUAD 6
ATTN: SA [redacted]

TITLE: [redacted]

CRIME ABOARD AIRCRAFT-
ASSAULT ON FLIGHT CREW;
OO: MEMPHIS

RE: Memphis telephone call to San Diego on 5/11/94.

ENCL: Being forwarded under separate cover is an original and
one copy of a Federal Grand Jury Subpoena (Western
District of Tennessee) for the appearance [redacted]
[redacted]

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REQUEST(S): Serve enclosed subpoena [redacted]
[redacted]

MANUA	[redacted]	[redacted]
SERIAL	[redacted]	[redacted]
SEARCHED	[redacted]	[redacted]

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① - File # 164A-ME-46828
1 - Working Copy
(4)

[redacted]

[redacted]

164A-ME-46828-85

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 5/10/94

On 5/9/94, [redacted] b6
 Corporate Security, [redacted] b7C
 Memphis, Tennessee, telephone number [redacted] provided to
 contacting agents the following items: one (1) pair eye glasses,
 and two (2) FE Identification badges [redacted]
 [redacted] These items were subsequently placed in the Evidence
 Recovery Room (ECR) of the Memphis office of the Federal Bureau
 of Investigation.

SEARCHED *PF* INDEXED *PF*
 SERIALIZED *PF* FILED *PF*

MAY 17 1994

FBI - MEMPHIS

[redacted]

Investigation on 5/9/94 at MEMPHIS, TENNESSEE File # 164A-ME-46828-86
 by S1 [redacted] Date dictated 5/10/94

164-112-46828-87

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SERIALIZED	<input type="checkbox"/>	FILED	<input type="checkbox"/>
MAY - 6 1994			
FBI - MEMPHIS			
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**FEDERAL EXPRESS MEC
AIR LINE PILOTS ASSOCIATION**

5100 POPLAR AVENUE □ SUITE 2917 □ MEMPHIS, TENNESSEE 38137 □ 901-685-2751

April 25, 1994

[Redacted]
Special Agent in Charge
Federal Bureau of Investigation
167 N. Main
Suite 841
Clifford Davis Bldg
Memphis, TN 38103

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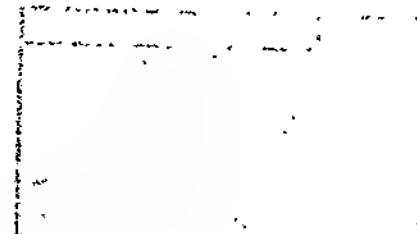
Dear Sir:

As the [Redacted] Federal Express pilot group, I want to express our desire to cooperate and provide any assistance that may be helpful in your investigation of the unfortunate incident involving Federal Express Flight 705, on April 7, 1994. We would also request your assistance in a matter of great sensitivity to both the flight crew directly involved and the pilot group as a whole. We believe it very important the "confidentiality" of the cockpit voice recorder tape (CVR) relating to this incident be respected and maintained. As you can appreciate, the public disclosure of this CVR would be extremely traumatic to the flight crew involved and their families.

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By the way of background, you should know that the CVR was placed on aircraft with the understanding that it would be used solely for accident investigation and to enhance flight safety. This understanding was recently breached, which resulted in a CVR tape being played on national nightly news broadcasts. This incident prompted Congress to impose strict limitations upon the public disclosure of the CVR tape or any transcripts thereof and provided special protections for the use of the CVR in judicial proceedings (49 U.S.C. 1905 (c)).

It is our understanding that the CVR tape is a part of your on-going criminal investigation and therefore is exempt from mandatory public disclosure. In the event you receive a request for a copy of the CVR by the news media or any other member of the public, we would ask that you exercise your discretion and deny such requests. We recognize that should your investigation result in a trial, the discovery and use of the CVR tape as evidence would be in the sole discretion of the court.



Should this matter proceed to trial we intend to ask the U.S. Attorney to seek an appropriate protective order for the CVR which preclude public disclosure should it be necessary to use the CVR tape as evidence.

Your assistance in this sensitive matter is appreciated. If we can be of any help or if you have any questions, please feel free to call me [redacted]



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FBI - MEMPHIS		

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

5/4/94

[redacted] contacted writer and advised that the [redacted]

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Investigation on 5/4/94 at Memphis, Tennessee File # 164A-ME-46828-88
by [redacted] Date dictated 5/4/94

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THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 5/18/94
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Indexing.

Indictment says hijack attempted by FedEx's Calloway

By Chris Conley
The Commercial Appeal

A federal grand jury Tuesday indicted Federal Express flight engineer Auburn Calloway in the April 7 in-flight attack on three crew members.

Calloway, 42, is charged with attempted air piracy and interfering with the flight crew of FedEx Flight 705. If convicted, he could face 20 years to life in prison.

A hearing on whether a bond should be set for Calloway is scheduled for Monday before Magistrate James Allen. First Asst. U.S. Atty. John Fowlkes has said he will ask that Calloway be held without bond pending trial.

The FBI says Calloway, a flight engineer who was riding as a passenger in the jumpseat of the DC10, attacked the crew from behind with a claw hammer and threatened the pilot with a speargun before being subdued by the crew.

The crew has been lauded for fighting off the attack, turning the airplane around and returning the heavily loaded jet safely to Memphis International Airport.

An FBI affidavit used in the search of Calloway's Parkway Village apartment said Calloway left a suicide note in the airplane.

The day after the incident, Calloway was charged in a criminal complaint with performing an act of violence against an individual on a civil aircraft.

He is accused of attempted air piracy in Tuesday's indictment, rather than air piracy because he did not succeed in taking control of the airplane. The penalty is the same.

FBI Director Louis Freeh has said prosecutors will reveal in the bond hearing what they believe was the motive for the attack. Calloway was to appear at a company personnel hearing the day after the attack. His attorneys, Memphian A.C. Wharton and Harvard University professor Charles Ogletree, have refused to discuss the purpose of the meeting.

Neither Wharton nor Ogletree could be reached Tuesday evening. After an earlier court ap-

Please see INDICT, Page A5

From Page A1

Indict

pearance, the lawyers indicated that Calloway would plead not guilty. They would not say whether the insanity defense would be invoked.

"We all have a presumption of innocence. That should apply to Auburn Calloway like any other citizen," Ogletree said at the time.

Calloway is being held at the Federal Correctional Institution in Memphis under medical care.

Capt. David Sanders suffered deep cuts and bruises and was treated and released. Co-pilot Jim Tucker and flight engineer Andy Peterson were critically injured in the attack. Tucker returned to the hospital for rehabilitation.

Calloway also was critically injured in the altercation.

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THE COMMERCIAL APPEAL

Memphis, Tennessee

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Freeh vows disclosures in court on FedEx attack

By James W. Brosnan

The Commercial Appeal

Washington Bureau

WASHINGTON — FBI Director Louis Freeh said Monday that the government will disclose "a lot of information" about Auburn Calloway's motives for attacking three Federal Express co-workers at Calloway's May 23 bond hearing in Memphis.

Freeh, who was briefed before his visit to the Memphis field office today, said, "We have a lot of information as to the motive, but it's a case I couldn't comment on now."

He said he did not know whether Calloway's suicide note would be disclosed, but said he understands "that at the bond hearing a lot of information is going to be disclosed to the court."

Calloway is scheduled to appear before U. S. magistrate James Allen to set bond on charges of performing an act of violence against an individual on a civil aircraft.

He is accused of using a hammer during an April 7 in-air attack of three Federal Express

Please see **FBI**, Page **B2**

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FBI

crew members bound for San Diego. His lawyers have said he will plead not guilty.

Freeh, 44, is making his first visit to Memphis to meet with FBI agents and West and Middle Tennessee field offices, U.S. Atty. Veronica Coleman and other local law enforcement officials.

Freeh succeeded the fired William Sessions last September after a storied career as an FBI agent, federal prosecutor and judge. Once a week he tries to get out to a field office and has visited more than 20 so far, Freeh said in an interview.

Mostly he wants to learn about whether everyone is in sync on what the division is and should be doing.

The Memphis division coordinates a little less than 100 agents out of Memphis, Nashville, Jackson, Clarksville, Cookeville and Columbia.

Their cases reflect the national FBI focus, with 52 per cent dealing with violent crime, drugs and organized crime, said Freeh.

Since the Calloway incident, the Federal Aviation Administration has said it will ask

this fall for comment on a rule requiring cargo airlines to screen their employees before boarding.

Freeh said the FBI has been working with the Department of Transportation to update airport security measures in the wake of last year's bombings at the World Trade Center in New York.

There could be some action taken with regard to access to cargo areas, he said.

"My overall sense is that our security concerns are going to be increased and our efforts are going to have to be heightened."

Freeh said the FBI maintains a "regular liaison" with major carriers such as Federal Express.

The Calloway case is not the only one related to the Memphis transportation hub, which Freeh said is a natural center for the movement of drugs and stolen property.

One problem facing Freeh is personnel.



Louis Freeh

press

Because of budgetary pressures, the FBI has not been able to add an agent to their roster of 10,339 and he will be required to trim more than 800 support people this fall, including more than 500 in field offices.

At the same time, the pending crime bill will add to the FBI's jurisdiction, including death penalty cases, and the FBI has been planning to move into new white collar crime areas like health care fraud, environmental damage and economic espionage.

"We'll have to make some practical decisions about how

many cases we can do and how many cases we can't do, which is not ideal. Looking at that crime bill, there are a lot of new obligations in there and at least to date no assurance of new resources to meet those responsibilities," said Freeh.

In most cases, local U.S. attorneys will have to set the priorities, he said.

Freeh said the assault weapons ban passed by the House last week is a "positive step" even if it can't be documented that they are used in very many crimes.

Man hurt in FedEx attack has emergency surgery

Andre Peterson, the flight engineer on Flight 705, underwent emergency surgery Friday at Baptist Memorial Hospital when one of his head wounds became infected, hospital officials said. Peterson, 39, was critically injured aboard the April 7 flight and suffered a skull fracture. He was released Monday, according to a hospital spokesman.

James Tucker, the copilot on Flight 705, is participating in an in-patient rehabilitation program at Baptist. Tucker received the most serious injuries during

the attack and has undergone surgery twice for a blood clot in his brain and an infection. Tucker, 42, has asked friends not to call or visit him in the hospital. But co-workers and family members say he enjoys reading the many cards and letters of support he has received and that he is recovering.

"Jim Tucker continues to improve with each passing day," Anya Selicky, a spokesman for the Air Line Pilots Association at FedEx, said in a recorded message to company pilots.

Accomplishment Report

(Submit within 30 days from date of accomplishment)

Report Date 2/1/81From: SAC, MEMPHIS

6/18/94

Does Accomplishment Involve:
(check all that apply)

Drugs	<input type="checkbox"/>
A Fugitive	<input type="checkbox"/>
Bankruptcy Fraud	<input type="checkbox"/>
Computer Fraud/Abuse	<input type="checkbox"/>
Corruption of Public Officials	<input type="checkbox"/>
Forfeiture Assets	<input type="checkbox"/>

File Number
164-A-ME-46828

Assisting Agents Soc. Sec. No. X

1.	-
2	-

RA	Squad
	<u>4</u>

Task Force

Squad Supervisor
approval (please initial)

Investigative Assistance or Technique Used	
1 = Used, but did not help	3 = Helped, substantially
2 = Helped, minimally	4 = Absolutely essential
Rating	IAT
Financ. Analyst Asst.	Informant Info
Aircraft Assistance	Lav. Div. Exams
Computer Assistance	Lab. Div. Field Supt.
Consensual Monitor	Pen Registers
ELSUR / FISC	Photograph Coverage
ELSUR / Title III	Polygraph Assistance
Eng. Sect. Field Supt.	Search Warrants Exec.
Eng. Sect. Tape Exams	Show Money Usage
Hypnosis Assistance	SOG Assistance
Ident. Div. Assistance	Swat Team Action

Accomplishment type *	Accomplishment Date	Serial No. of FD-515
<u>INDICTMENT</u>	<u>5/17/94</u>	<u>91</u>

A. Complaint / Information / Indictment

Also Complete Section I

Serial number _____

Check if Civil / Rico Complaint

B. Arrest / Locate / Summons

Arrest

Federal Local ♦
Subject Priority: A B C

 Subject Resisted Subject was Armed

Locate

Subject Priority: A B C

Summons

Federal Local ♦

C. Hostage(s) Released

Released by: Terrorists Other
Number of Hostages: _____

H. Final Judicial Process

Conviction

Also Complete Section I

Date of Complaint, Information or Indictment: / / Date of Conviction / / Date of Sentence / / Subject Description Code: / *Judicial State: District: Sentence type / *

Sentence Term

In-Jail Years	Suspended Years	Probation Months	Probation Months
<u> </u>	<u> </u>	<u> </u>	<u> </u>

Fines: \$ _____

D. Recovery / Restitution / Potential Economic Loss Prevented (PELP) X *

Recovery

 Federal Local

Restitution

Court Ordered
 Pretrial Agreement

Code * Amount Code * Amount

<input type="checkbox"/> \$	<input type="checkbox"/> \$
<input type="checkbox"/> \$	<input type="checkbox"/> \$
<input type="checkbox"/> \$	<input type="checkbox"/> \$

E. Civil / Rico Matters

Also Complete Section I

Date of Complaint / / Judgment / *Judicial Outcome / *

Fines \$ _____

Suspension

Years	Months
<u> </u>	<u> </u>

F. AFA Payment

Amount \$ _____

G. Administrative Sanctions

Type:
 Suspension
 Debarment
 Injunction

Length:
 Permanent
 Years Months

Subject Description Code: / *

I. U.S. Code Violations

Title	Section	Counts
<u>49</u>	<u>1472 (i)</u>	<u>1</u>
<u>49</u>	<u>1472(j)</u>	<u>1</u>

Title	Section	Counts
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>

Required for Sections A, E, and H (Conviction)

Optional for Section B (arrest)

Acquittal / Dismissal / Pretrial Diversion

Date of Indictment or Information

Subject Description Code: GENERALIZED

100% EXFD

EX

J. Subject Information (Required for Sections A, B, D (Restitution), E, F, G and H)

Name	Date of Birth	Race *	Sex	Social Security No (If available)
<u> </u>				

 Subject Related to an LCN, Asian Organized Crime (AOC), or Italian Organized Crime (IOC) Group. (If checked, also submit form FD-515a)

* Additional information may be added by attaching another form or a plain sheet of paper for additional entries

♦ Requires that a written explanation on plain paper be attached (Court Ordered Restitution does not require a written explanation)

* See codes on reverse side.

b6

b7C

M USA164-A-ME-46828-91

06/09/94

***** INDICTMENT *****
SENSITIVE / UNCLASSIFIED

Case Number: 164A ME0046828
Serial No.: 91

Stat Agent Name:
Stat Agent SOC.:

Report Date: 06/09/1994
Accom Date.: 05/17/1994

b6
b7C
b7E

Does Accomplishment Involve

Drugs : N
A Fugitive. : N
Bankruptcy Fraud. : N
Computer Fraud/Abuse. : N
Corruption of Public Officials: N
Forfeiture Assets : N

Assisting Agents SOC

◦
◦
◦
◦
◦
◦

Subject Name

RA Squad Task Force
HQ 4

Investigative Assistance or Technique Used

FINAN ANALYST	INFORMNT INFO	TECH AG/EQUIP
AIRCRAFT ASST	LAB DIV EXAMS	TEL TOLL RECS
COMPUTER ASST	LAB FIELD SUP	UCO-GROUP I
CONSEN MONITR	PEN REGISTERS	UCO-GROUP II
ELSUR/FISC	PHOTO COVERGE	UCO-OTHER
ELSUR/III	POLYGRAPH	NCAVC/VI-CAP
ENG FIELD SUP	SRCH WAR EXEC	VISUAL INVEST
ENG TAPE EXAM	SHOW MONEY	CRIS NEG-FED
HYPNOSIS ASST	SOG ASST	CRIS NEG-LOC
	SWAT TEAM	ERT ASST

1 = Used, but did not help
2 = Helped, Minimally
3 = Helped, Substantially
4 = Absolutely Essential

Serial Number of Indictment :

United States Code Violation
=====

Title	Section	Counts
49	14721	1
49	14725	1

Accomplishment Narrative

SENSITIVE / UNCLASSIFIED

(Mount Clipping in Space Below)

(Indicate page, name of B-2
newspaper, city and state)THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 6/7/94
Edition:

Title:

Character
or
Classification:
Submitting Office:

164A-ME-46828

Indexing.

Calloway gets more evaluations

Two sets of doctors will determine whether Auburn Calloway was legally sane April 7 when he is accused of attacking three Federal Express crew members in flight.

U.S. Dist. Judge Julia Gibbons granted a government motion Monday for tests to see whether Calloway, 42, was sane at the time of the attack.

Last month, Gibbons granted a similar motion by Calloway's attorneys.

She also granted a prosecution motion to have him undergo evaluation to determine his competency to stand trial, a separate issue.

Last week, his attorneys said they may use mental illness as a defense.

Calloway is charged with attempted air piracy and interfering with the crew of FedEx Flight 705. If convicted, he could face 20 years to life in prison. He's being held without bond.

Calloway, a pilot riding in Flight 705 as a jumpseat passenger, is accused of attacking the three from behind with a claw hammer and threatening to shoot the pilot with a spear gun.

b6
b7C

164A-ME-46828-92

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 11 1994	
FBI - MEMPHIS	

(Mount Clipping in Space Below.)



By Robert Cohen

Auburn Calloway, who was injured during the in-air altercation last month, uses a cane to walk to his bond hearing Monday.

(Indicate page name of A-1, A-11
newspaper city and state)

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date 5/24/94
Edition

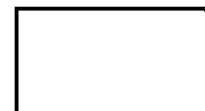
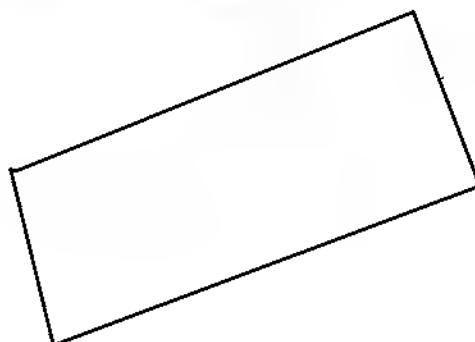
Title

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing

164A-ME-46828-93
b6
b7C



Appeal holds up release of Calloway

By Chris Conley
The Commercial Appeal

Auburn Calloway, the Federal Express flight engineer accused of the in-air attack of three FedEx crew members last month, was granted bond Monday but did not get out of jail.

Moments after U.S. Magistrate James Allen set bond for Calloway at \$17,500, prosecutors appealed and U.S. Dist. Judge Julia Gibbons put a hold on the bond pending another hearing today.

The two-hour bond hearing before Allen shed no new light on Calloway's motive in the April 7 incident. Prosecutors contend the motive is in what the FBI characterized as a suicide note found in the airplane after the attack.

At the request of A.C. Wharton, Calloway's attorney, Allen placed the note under court seal, ruling that its publication could jeopardize Calloway's right to an unbiased jury.

Allen, who concluded that

Please see **FED EX**, Page A11

From Page A1

Fed Ex

Calloway did not pose a threat if released, said, "It's just as logical this (the April 7 incident) was an aberration" rather than a tendency of character.

After Gibbons imposed the stay, Wharton said, "I think he (Allen) followed the law." Wharton said prosecutors "did not offer the quantum of proof required" to have Calloway detained without bond.

Asst. U.S. Atty. John Fowlkes urged Allen to hold Calloway without bond, saying, "It was a severe attack... we have to look at the nature of the attack... a large plane would have been crashed and there would have been millions of dollars in damage."

Fowlkes also filed a motion to have Calloway submit to psychological evaluation.

During the hearing before Allen, an FBI agent described the "vicious, protracted" attack in the cockpit of the DC10. Relatives and friends of Calloway described a concerned father and good neighbor.

FBI Special Agent Jennifer Eakin described in chilling detail her interview with Capt. David Sanders, who was beaten on the head with a hammer, yet piloted the airplane to Memphis safely.

Flight engineer Andy Peterson, she said, had "deep gashing wounds" on both sides of his head and what appeared to be bite marks on his shoulders and arms.

Co-pilot Jim Tucker had undergone surgery for head injuries and was unconscious when she saw him at the hospital.

Sanders described to Eakin a "furious struggle" and said that Calloway was "exceptionally strong, determined, savage and brutal."

The attack came without warning, Sanders told Eakin. A brief conversation prior to take-off "was cordial and calm."

About 10 to 15 minutes into the flight Sanders heard "a very loud sound, of something striking something....

"The next thing he knew he was being struck on the right side of his head," Eakin said. She recalled Sanders saying he was "overwhelmed by the blood... that was his first impression."

Sanders told her he released his seat straps, got up and turned around to see Calloway "standing in the doorway, with the speargun leveled directly" at him.

"I'll kill your ass," Sanders quoted Calloway as saying. Peterson got a hand on the speargun and pushed Calloway's hand, causing the spear to fall out. Sanders said he also noticed a hammer in Calloway's hand.

Sanders said he joined Peter-

son in the struggle, leaving Tucker in the cockpit to fly the airplane. Sanders said he and Peterson were able to pry Calloway's fingers away from the hammer, but Calloway held onto the speargun.

Sanders told Eakin that he hit Calloway "a couple of times" on the head to get the speargun out of his hand. Calloway also was critically injured and suffered several hammer blows to the head.

Sanders said he called Tucker, a "younger, bigger man," to switch places with him. "If you have to, take that speargun and shoot him," Sanders told Tucker.

"He was aware of the sounds of a struggle behind the bulkhead... even as he flew the plane back to Memphis," Eakin said. The sounds became so loud that Sanders began to abort one approach and go back to help the others.

Calloway, 42, is charged with attempted air piracy and interfering with the flight crew of FedEx flight 705. If convicted he could face 20 years to life in prison.

Wharton, who is defending Calloway with Harvard professor and defense attorney Charles Ogletree, would not comment on a possible defense to the charges.

Noting prosecutors' motion for psychological evaluation, Wharton said, "Finally, the government is on the right track."

Calloway's former wife, Patricia, said that Calloway showed "great affection" for their two children and frequently visited them in San Diego. "I don't see him as being a threat to himself or other people."

Calloway's lawyers agreed that he would surrender his passport and pilot's license, if given bond.

Angelique Calloway told the court she would be willing to support her brother if he was granted bond and said she would pledge her home in Virginia if necessary to gain his release.

"There is absolutely no danger of him becoming violent... I don't believe that could happen."

(Mount Clipping in Space Below)

(Indicate page, name of A-1, A-6 newspaper, city and state.)

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date: 5/25/94

Edition

Title

Character:
or
Classification.
Submitting Office.

164A-ME-46828

Indexing:

Judge turns down

Calloway bond

Accused in-flight FedEx attacker
ruled risk to flee

By Chris Conley
The Commercial Appeal

Reversing a decision by a magistrate, a federal judge Tuesday denied bond for Auburn Calloway and ordered the accused attacker of a Federal Express crew to undergo psychological evaluation.

"Based on the evidence, I do not find there is any condition or combination of conditions to reasonably assure the appearance by Mr. Calloway, or the safety of Mr. Calloway or the community," said U.S. Dist. Judge Julia Gibbons.

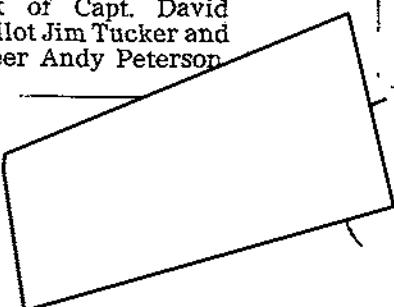
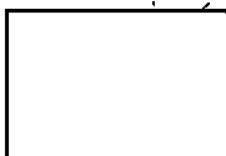
"The offense alleged here is a crime involving violence, a very serious offense ... By virtue of his occupation, he (Calloway) has been very mobile ... he has the ability to move around the country," Gibbons said.

The ruling came after prosecutors appealed Monday's order by U.S. Magistrate James Allen that set bond for Calloway, a Federal Express flight engineer, at \$17,500. Gibbons, who will preside at Calloway's trial, put a one-day hold on Allen's order to allow time to review the evidence.

Calloway, 42, is charged with attempted air piracy and interfering with the flight crew of FedEx Flight 705. He is accused of wielding a hammer and a speargun during the April 7 in-flight attack of Capt. David Sanders, co-pilot Jim Tucker and flight engineer Andy Peterson.

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b7C

164A-ME-46828-94



If convicted, he could face 20 years to life in prison.

Gibbons Tuesday granted prosecutors' motion to have Calloway undergo psychological evaluation to determine his competency to stand trial. She also allowed a request by Calloway's attorneys to have him tested by their own psychologist first.

Attorney A C Wharton, who is defending Calloway, said he is considering whether to appeal Gibbons' no-bond ruling to the Sixth U.S. Circuit Court of Appeals in Cincinnati.

"These are the cases that try men's patience," Wharton said after bond was denied. "I remain certain that right will prevail."

Asst. U.S. Atty. John Fowlkes said there was clear and convincing evidence for holding Calloway without bond.

"Anyone who would attack lots on a plane and almost cause the plane to crash ... ind[icates] no regard for other people's lives or his own life," Fowlkes argued. "There's no guarantee that this person will not try to do it again."

After the hearing, Wharton rejected suggestions that he would make race a key issue in the trial.

"I can't guarantee you that kind of thing won't surface ... but it's ludicrous to even suggest that we would try to defend a case like this on the theory that he is a black man and he got frustrated."

Wharton would not comment on his trial strategy, but said the kind of psychological testing he wants for Calloway will probe his client's mental condition at

From Page A1

Bond

the time of the incident. The tests are the type used to bolster an insanity defense, he said.

The tests requested by the government will measure Calloway's competency to stand trial, his ability to understand the proceedings and aid in his own defense.

During Monday's hearing before Magistrate Allen, FBI special agent Jennifer Eakin, who interviewed Sanders, described a "vicious, protracted" attack on FedEx Flight 705.

Sanders suffered deep gash wounds on his head in the attack. Peterson also had deep

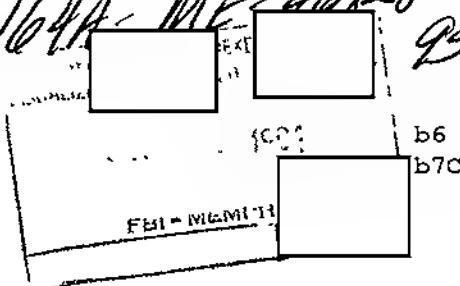
gash wounds on either side of his head and what appeared to be bite marks on his shoulders and arms, Eakin said. Tucker sustained severe head injuries.

Calloway also was critically injured when he was beaten on the head with a hammer crew members said they wrenching from his hand. Crew members said Calloway chose to sit outside the cockpit as a jumpseat passenger and attacked with no warning.

Following her ruling, Gibbons held a sidebar conference with the attorneys on what the FBI has called a suicide note found inside the airplane. The note was placed under a court seal by Magistrate Allen to make sure potential jurors would not be biased against Calloway.

Please see BOND, Page A6

164A-ME 26 R28-
25



FBI - MEMPHIS

(Mount Clipping in Space Below)

(Indicate page, name of A-1, A-12 newspaper, city and state.)

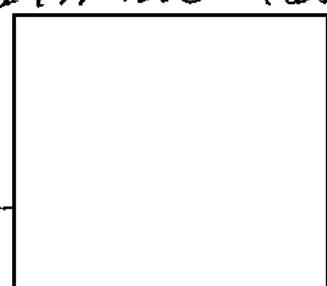
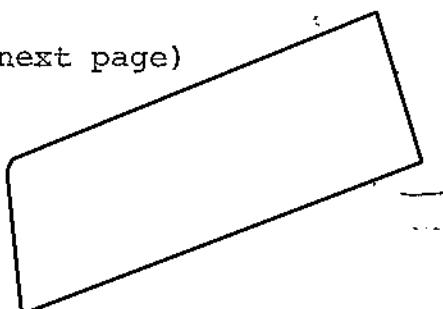
THE COMMERCIAL APPEAL
Memphis, TennesseeDate 5/27/94
Edition.

Title:

Character: 164A-ME-46828
or
Classification:
Submitting Office:

Indexing:

(See next page)

164A-ME-46828-
96b6
b7C

Colleagues hail heroism and skill of FedEx crew

By Dave Hirschman
The Commercial Appeal

The crew of Federal Express Flight 705 thanked God, their families, each other and their fellow pilots for helping them survive an in-flight attack and cope with its aftermath.

David Sanders, Jim Tucker and Andy Peterson shared their feelings Thursday as they received the Air Line Pilots Association's (ALPA) Gold Medal for Heroism in a tearful ceremony before about 300 friends and colleagues at the East Memphis Hilton.

It was the first time they met in public since the April 7 attack in which all were injured, Tucker and Peterson critically. And hundreds of FedEx pilots in blue uniforms alternately wept and applauded them with standing ovations during the award presentation.

"I am in awe of the skill that brought this aircraft back home safe," said ALPA president J. Randolph Babbitt.

"Few of us can actually visualize the horror that these men

survived or truly comprehend the extraordinary airmanship that they employed," Babbitt said. "They fought to save their lives, they fought to save their aircraft, and they fought, probably, to save the lives of a lot of people on the ground."

The medals are the highest honor airline pilots can bestow on each other. About 20 pilots have received medals since the awards began in 1952. ALPA's executive council and executive board voted unanimously to award the FedEx crew.

Each of the pilots made brief

statements during the ceremony attended by FedEx executive vice president William J. Razzouk as well as other company managers. FedEx founder and chairman Frederick W. Smith was in Europe on Thursday but met privately with the injured pilots after the incident. The pilots declined to answer questions Thursday.

None mentioned Auburn Calloway, the FedEx flight engineer charged with attempted air piracy in the assault. Calloway,

Please see PILOTS, Page A12

From Page A1

PILOTS

42, was critically injured in the 25-minute struggle and remains in custody pending trial. If convicted, Calloway faces 20 years to life in prison.

FedEx officials said Calloway falsified information on his job application in 1989. An administrative hearing that could have resulted in his termination was scheduled to take place the day after the attack. FBI officials said they recovered on the aircraft a suicide note written by Calloway that shows he intended to crash the 500,000-pound jet.

Sanders, the captain on Flight 705, said the crew used "considerable restraint" in subduing the attacker and avoided a "catastrophic disaster."

"We train as a crew, we fly as a crew, and unfortunately on April 7 we fought as a crew," said Sanders, 49, a former Navy pilot. "It was hand-to-hand combat, it was life or death—and we lived."

"We saved each other's lives, and we literally owe our lives to each other."

Tucker, the co-pilot on Flight 705, and Peterson, the engineer, carry deep, jagged scars from the head injuries they received during the attack. Both men were critically injured by blows from a claw hammer and had to undergo brain surgery to remove blood clots, bone fragments and infections.

Tucker, 42, had the most extensive injuries. He was released

from the hospital last week. A physical fitness buff and weight-lifter before the attack, Tucker leaned on his wife, Becky, at times during the ceremony.

"Becky, you are so strong," the ex-Navy fighter pilot said. "I thought I was strong, but you are the strong one. You sustained me."

Tucker was at the controls of the widebody jet at the time of the attack and violently maneuvered the fully-loaded plane to throw the attacker off balance. Tucker rolled the three-engine transport nearly upside-down and exceeded its normal maximum operating speed during the struggle.

However, Tucker said flying the plane was not as difficult as disarming the assailant, which Sanders and Peterson did.

"David and Andy... you faced our attacker and subdued him. I stand before you and tell you without shame that I love you, I admire you and I'm so glad to have had you with me."

The three crew members on Flight 705 were called as replacements a few hours before the DC10 was scheduled to leave Memphis. The original crew, which included Calloway, had gone one minute over the government's maximum eight hours' flight time on the previous trip.

Tucker and Peterson, 39, said they are convinced divine intervention saved them.

"We want to thank God for His mercy, His strength, His power," Tucker said. "We were able to do all things through Him. ... There was no other way."



By Robert Cohen

"I am in awe of the skill that brought this aircraft back home safe," said Air Line Pilots Association president J. Randolph Babbitt (left) while honoring FedEx Flight 705's crew — David Sanders, Jim Tucker and Andy Peterson — injured during an April 7 attack.

'It was hand-to-hand combat'

Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 5/23/94

From :

Subject:

CRIME ABOARD AIRCRAFT -
ASSAULT ON FLIGHT CREW
(OO: MEMPHIS)

b6
b7C

1. Date case file opened: 4/8/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

(1)

164A-ME-46828-
P7

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - MEMPHIS	

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

5/17/94

On April 13, 1994, 35mm color photographs were taken by
SA [redacted] at the following:

- 1) Memphis International Airport, Memphis, TN., and
- 2) Federal Express Corporation's airport terminal complex at Memphis International Airport.

b6
b7C

Investigation on 4/13/94 at Memphis, Tennessee File # 164A-ME-46828-98
by SA [redacted] Date dictated 5/16/94

b6
b7C

164A-ME-46828-98

1 A -CH ₂	SERIALIZED	INDEXED	
MAY 17 19			
FBI - MEMPHIS			

b6
b7C



FLIGHT ADMINISTRATION

FAX

DATE: Tuesday, May 17, 1994

TO: [REDACTED]

Federal Bureau of Investigation

FROM: [REDACTED]

U.S. MAIL: 2861 Sprankel
Memphis, TN 38194-0128

COMAT

E-MAIL:

PHONE:

FAX:

b6
b7C
b7E

INSTRUCTIONS:

Per a request from [REDACTED] Federal Express,
I am forwarding to you a copy of the minimum pilot qualifications for
Federal Express.

b6
b7C

TOTAL

PAGES: Two (2) (which includes this cover)

164-A-11E-46828-99

SEARCHED	INDEXED
SERIALIZED	FILED
JUN - 7 199	
FBI - MEMPHIS	

b6
b7C



We are pleased to hear of your interest in applying for a pilot position with Federal Express Corporation. The minimum qualifications for consideration as a crewmember applicant are:

2681 Sprinkel
3rd Floor
Memphis, TN 38116
901 797-4288
U.S. Mail Box 127
Memphis, TN 38194-0131

1. Commercial Pilot Certificate
2. Instrument Rating
3. Multi-Engine Rating
4. Current ATP Written or Certificate
5. Current FE Written (Basic and Turbojet) or Rating
6. 1500 Hours Total Time Fixed Wing as Pilot in Command or First Officer, including 500 Hours Fixed Wing Jet or 1000 Hours Fixed Wing Multi-Engine Turboprop
7. First Class Physical
8. 20/20 Correctable Vision
9. College Degree Preferred

Enclosed are two forms. Please read the applicant instructions closely to avoid processing delays. Additional instructions and guidelines for completing the form include:

1. Flight hours should be listed to the nearest hour.
2. All jet time acquired in initial military training, i.e., T-37, T-38, T-2, TA-4, etc., should be recorded in FIGHTER JET category.
3. All tactical jet time should be recorded in FIGHTER JET category.
4. All non-tactical jet time should be recorded in the HEAVY JET category.
5. Military pilots may factor time by .2 per sortie.
6. All flight times should be right-justified.
7. Instructor time while holding PIC position should be listed in the PIC category.
8. Each category must have the appropriate information bubbled in order to be scanned and processed. Zeroes are not accepted in the date portions of the application. (See back of letter for example.)

If your address is an APO Number, P. O. Box Number (outside of the USA), or if you live outside the continental United States, please supply an alternate street address in the USA. Applications will not be processed without this information. A current resume should be returned along with your application packet. On all correspondence please supply us with your social security number for reference.

Your application will be considered active for a period of six months. Due to the high volume of applications that we receive, we do not acknowledge receipt of applications by phone.

Your continued interest in Federal Express and our services is appreciated.

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 6/9/94

TO : SAC, MEMPHIS (164A-ME-46828)
 FROM : SAC, SAN DIEGO (164A-ME-46828) (RUC)
 SUBJECT : [REDACTED]
 CRIME ABOARD AIRCRAFT-
 ASSAULT ON FLIGHT CREW;
 OO: MEMPHIS

Re airtel to San Diego from Memphis dated 5/11/94,
 and telecalls from SA [REDACTED] San Diego office,
 to SA [REDACTED] Memphis office, on 5/17/94 and
 6/9/94.

For information of Memphis. San Diego office did
 not receive Grand Jury Subpoena [REDACTED]

Subpoena [REDACTED]
 was not served [REDACTED]

Since there are not further leads to be covered in
 the San Diego area, this matter is being placed in RUC status,
 and the enclosed subpoena is being returned to Memphis.

② - Memphis (164A-ME-46828)
 (Encls. 2)

1 - San Diego

[REDACTED]
 (3)

b6
b7Cb3
b6
b7Cb6
b7Cb6
b7C

Approved: [REDACTED]

Transmitted

(Number) (Time)

164A-ME-46828-100

SEARCH	SERIALIZED	INDEXED	JUN 10 19
LED			
FBI - MEMP			

Per

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

6/15/94

The following investigation was conducted on June 15, 1994 by Special Agents [redacted] FBI, WASHINGTON METROPOLITAN FIELD OFFICE as outlined below:

b6
b7C
b7E

SA [redacted] took possession of [redacted]
, and [redacted]

SA

[redacted] received these items from NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB) CVR Specialist, [redacted] at his 490 L'Enfant Plaza East, SW, Washington, D.C. office.

SA [redacted] took possession of one [redacted]

b6
b7C

June 15, 1994. SA [redacted] received these items from NTSB [redacted] at the above cited NTSB address.

Photocopies of the NTSB Form FR1 return forms documenting this transaction along with a photocopy of CVR Specialist [redacted] memo are attached to this FD-302.

Investigation on 6/15/94 at Washington, D.C. File # 164A-WF-46828 -101
SA [redacted] Date dictated _____
by SA [redacted]

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/15/94

The following investigation was conducted on June 15, 1994 by Special Agents [redacted] FBI, WASHINGTON METROPOLITAN FIELD OFFICE as outlined below:

b6
b7C
b7E

SA [redacted] took possession of one (1) [redacted]
[redacted] and one (1) [redacted]

SA

[redacted] received these items from NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB) CVR Specialist, [redacted] at his 490 L'Enfant Plaza East, SW, Washington, D.C. office.

b6
b7C
b7E

SA [redacted] took possession of one (1) [redacted]

June 15, 1994. SA [redacted] received these items from NTSB [redacted] at the above cited NTSB address.

Photocopies of the NTSB Form FR1 return forms documenting this transaction along with a photocopy of CVR Specialist [redacted] memo are attached to this FD-302.

b6
b7C

SEARCHED	[redacted]
SERIALIZED	[redacted]
JUN 20 1994	
FBI - MEMPHIS	

Investigation on 6/15/94 at Washington, D.C. File # 164A-WF-46828-101

SA [redacted] Date dictated _____
by SA [redacted]

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 4/16/94

The following investigation was conducted on April 12, 1994 by Special Agents [REDACTED] FBI, WASHINGTON METROPOLITAN FIELD OFFICE as outlined below:

b6
b7C
b7E

SA [REDACTED] took possession of one (1) Fairchild Cockpit Voice Recorder [REDACTED] and one (1) Digital Flight Data Recorder at 11:32 hours on April 12, 1994. SA [REDACTED] received these Recorders from Northwest Airlines Pilot [REDACTED] on board Northwest [REDACTED] at Washington National Airport.

SAs [REDACTED] transported the Recorders to the NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB), 490 L'Enfant Plaza East, SW, Washington, D.C., where they were hand carried to the NTSB Laboratory Division.

b6
b7C
b7E

[REDACTED] the NTSB Laboratory Division accepted custody of the recorders at 12:01 hours on April 12, 1994, and documented such by executing an FBI form FD-597 (Receipt for Property).

A copy of the FD-597 utilized in this process is attached to this FD-302.

Investigation on 4/12/94 at Washington, D.C.File # ME-164A-ME-46828-2[REDACTED]
F SA [REDACTED]
by SA [REDACTED]Date dictated 4/16/94b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

4/16/94

The following investigation was conducted on April 12, 1994 by Special Agents [REDACTED] FBI, WASHINGTON METROPOLITAN FIELD OFFICE as outlined below:

b6
b7C
b7E

SA [REDACTED] took possession of one (1) Fairchild Cockpit Voice Recorder [REDACTED] and one (1) Digital Flight Data Recorder at 11:32 hours on April 12, 1994. SA [REDACTED] received these Recorders from Northwest Airlines Pilot [REDACTED] [REDACTED] on board Northwest [REDACTED] at Washington National Airport.

SAs [REDACTED] transported the Recorders to the NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB), 490 L'Enfant Plaza East, SW, Washington, D.C., where they were hand carried to the NTSB Laboratory Division.

b6
b7C
b7E

[REDACTED] the NTSB Laboratory Division accepted custody of the recorders at 12:01 hours on April 12, 1994, and documented such by executing an FBI form FD-597 (Receipt for Property).

A copy of the FD-597 utilized in this process is attached to this FD-302.

SEARCHED	[REDACTED]
SERIALIZED	[REDACTED]
JUN 20 1994	
FBI - MEMPHIS	

b6
b7C

Investigation on 4/12/94 at Washington, D.C. File # 164A-ME-46828-102
by SA [REDACTED] Date dictated 4/16/94

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 6/15/94

TO : SAC, MEMPHIS (164A-ME-46828) (P)

FROM : ADIC, Washington Field Office (164A-ME-46828) (C-4)

SUBJECT : [REDACTED]

CRIME ABOARD AN AIRCRAFT -
 ASSAULT ON A FLIGHT CREW;
 OO: ME

b6
b7C

Re: Memphis teletype to WMFO dated 4/16/94, and
 telcal between SA [REDACTED] Memphis, and SA [REDACTED] WMFO on
 6/15/94.

b6
b7C

Enclosed for Memphis Division are the following as
 discussed in referenced telcal:

1. Original reel tape and two cassette tape copies
 taken [REDACTED] by
 the NATIONAL TRANSPORTATION AND SAFETY BOARD (NTSB).

b6
b7C
b7E

2. Original reel tape taken from the Digital Flight
 Recorder by NTSB.

3. Original and one (1) copy of an fd-302
 documenting the receipt of the above itema by WMFO on 4/12/94
 and transportation to NTSB the same date.

4. Original receipt (FD-579) documenting this
 transaction.

②-MEMPHIS
 ②-WMFO
 [REDACTED]

164A-ME-46828-103

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 20 1994	
FBI - MEMPHIS	

Approved: [REDACTED]

Transmitted

(Number) (Time)

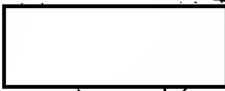
b6
b7C

5. Original and one (1) copy of an FD-302 documenting return of the above items to WMFO on 6/15/94 along with photocopies of the NTSB form FR1 utilized for this process.

As discussed in referenced telcal, WMFO will forward the two aircraft recorders under separate cover.

164A ME-46828-104

b6
b7C



- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/21/94

On June 15, 1994, [REDACTED] FEDERAL EXPRESS (FE) [REDACTED] telephone [REDACTED] was contacted at her place of employment, 1620 Nonconnah Parkway, Memphis, Tennessee. After being advised of the identity of the contacting Agent, [REDACTED] provided [REDACTED] cassette tape recording of two conversations between [REDACTED] recorded on April 7, 1994. [REDACTED] advised that she was in possession of the original master recording from which this cassette copy was made.

The following is a written transcript of the two conversations:

b6
b7C
b7Eb6
b7C
b7E

Investigation on 6/15/94 at MEMPHIS, TENNESSEE File # 164A-ME-46828-104

by [REDACTED] Date dictated 6/16/94

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/21/94

On June 16, 1994, [REDACTED]
FEDERAL EXPRESS (FE) advised writer that the cassette tape she
furnished to SA [REDACTED] on April 8, 1994, labeled "copy,
4/6/94, [REDACTED] was, in fact, a
conversation which occurred on April 7, 1994, [REDACTED]
[REDACTED]

b6
b7C

A transcription of this recording is as follows:

b6
b7C

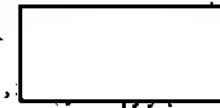
Investigation on 6/16/94 at Memphis, Tennessee File # 164A-ME-46828-106

by [REDACTED] Date dictated 6/17/94

b6
b7C

164A ME 46828-106

b6
b7C



(Mount Clipping in Space Below)

Indicate page, name of B-2
newspaper, city and state,

THE COMMERCIAL APPEAL

Memphis, Tennessee

Date 6/28/94

Edition

Title

Character

or

Classification

164A-ME-46828

Submitting Office

Indexing

Federal Express fires Calloway

By Dave Hirschman
The Commercial Appeal

Auburn Calloway, the FedEx pilot charged with air piracy in the attempted takeover of a company jet April 7, has been fired.

Calloway had been suspended without pay from Federal Express Corp.

He is in jail awaiting trial on the federal air piracy charges.

In a letter sent to Calloway's lawyer June 23, FedEx flight manager John Wrynn accused the former DC-10 flight engineer of attacking the crew of FedEx Flight 705 — captain David Sanders, co-pilot Jim Tucker and flight engineer Andy Peterson.

"The information I have gathered convinces me that you boarded Flight 705 armed with at least one hammer, knife and speargun, and that you attacked the crew on that flight, inflicting serious wounds upon them and putting their lives in great danger," the letter states.

"Regardless of whether you are eventually convicted of criminal offenses stemming from this conduct, you have committed a grievous violation of the acceptable conduct policy. Consequently, your employment with Federal Express is terminated."



**Auburn
Calloway**

All three crew members were wounded during the 30-minute in-flight struggle. Tucker and Peterson critically.

Sanders was the only person in the cockpit when the fully loaded DC10 returned to Memphis International Airport.

Calloway, 42, suffered a fractured skull when the three crew members disarmed him and struck him with a hammer. None of the injured pilots has returned to work, company officials said.

Calloway had been scheduled to attend a disciplinary hearing the day after the attack, but that hearing never took place.

In the termination letter sent to Calloway June 23, FedEx managers said the hearing to determine whether Calloway falsified his 1989 employment application was no longer necessary.

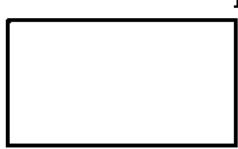
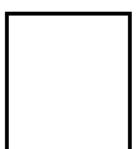
Calloway has been given until Friday to appeal the termination.

Eric L. Martin, Calloway's lawyer, said he intends to contest the dismissal.

"We'll go through the company's internal process," Martin said. "I'll put something in writing this week, before the seven-day deadline."

164A-ME-46828-107

b6
b7C



FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/27/94

[redacted] Federal Express (FE) [redacted]

[redacted] contacted writer and provided the following information:

b6
b7c

(telephonically)

Investigation on 6/27/94 MEMPHIS, TENNESSEE File # A-ME-46828 - 108

by [redacted]

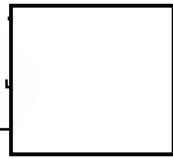
Date dictated 6/27/94b6
b7c

THE FOLLOWING FOUR (4) PAGES ARE FOR SPECIAL AGENT [redacted]

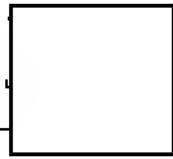
[redacted] THEY ARE TO BE USED AS HE SEEES FIT.

b6
b7C

164A ME 46828-
108

b6
b7C

Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 6/30/94

From :

b6
b7C

Subject:

CRIME ABOARD AIRCRAFT -
ASSAULT ON FLIGHT CREW
(OO: MEMPHIS)

1. Date case file opened: 4/8/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

(1)

b6
b7C

164A-ME-46828-109

SEARCHED	INDEXED
SERIALIZED	
JUL 21 1994	
FBI - MEMPHIS	
	

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 6/23/94

[REDACTED]

b6
b7C

telephone number, [REDACTED] telephonically contacted writer and provided the following information:

[REDACTED]

b6
b7C

Investigation on 6/23/94 at [REDACTED] File # 164A-ME-46828 110
by [REDACTED] Date dictated 6/23/94

b6
b7C

164A- Me-46828-

SEARCHED	<input type="checkbox"/>	INDEXED	<input type="checkbox"/>	110
SERIALIZED	<input type="checkbox"/>	AUG 2 1994		
FBI - MEMPHIS /				
<input type="checkbox"/>				

b6
b7C

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

6/23/94

[REDACTED]
[REDACTED]
telephone number, [REDACTED] telephonically contacted writer
and provided the following information:

b6
b7Cb6
b7C

Investigation on 6/23/94 at [REDACTED] File # 164A-ME-46828
by SA [REDACTED] Date dictated 6/23/94

b6
b7C

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state) B-2

THE COMMERCIAL APPEAL
Memphis, TennesseeDate: 7/23/94
Edition

Title

Character,

or

Classification
Submitting Office

164A-ME-46828

Indexing

Calloway faces Sept. 19 trial in FedEx air attack

By Chris Conley
The Commercial Appeal

A Sept. 19 date was set Friday for the trial of Auburn Calloway on charges of attacking three crew members of a Federal Express airplane during a hijack attempt in April.

Calloway, a FedEx pilot who was riding as a jumpseat passenger, allegedly attacked the crew with a claw hammer and threatened one of them with a spear gun minutes after the jet took off April 7. The three crew members and Calloway were all seriously injured in the prolonged life and death struggle that ensued.

Calloway was indicted by a federal grand jury May 17 on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life in prison if convicted.

One of his attorneys, A.C. Wharton, said Friday that Calloway would most likely use

the defense of insanity. Tests on his mental state at the time of the attack and his competency to stand trial are being completed at the federal facility in Springfield, Mo.

His attorneys also have sought to have the indictment dismissed because of publicity surrounding the case.

Wharton filed motions in federal court seeking to review grand jury records to determine whether grand jurors were cautioned to disregard publicity. Wharton particularly mentioned news stories based on tapes obtained from the Federal Aviation Administration under the U.S. Freedom of Information Act. The tapes released by the FAA on April 19 provided a minute-by-minute account of the in-flight struggle aboard FedEx Flight 705 on April 7.

"You would have to have been Rip Van Winkle not to have heard about that," Wharton said.

The tape was released without any opposition by the govern-

ment, he said.

Wharton also is trying to exclude from the trial some of the evidence taken from Calloway's apartment in a search by the FBI.

Among the items he seeks to suppress are Calloway's last will and testament, a handwritten note about diving knives, bank receipts, a newspaper article and other notes and documents. U.S. Dist. Judge Julia Gibbons said in a status hearing Friday that she would likely refer the suppression issue to a federal magistrate for a recommendation.

Gibbons also indicated she would let a questionnaire be sent to potential jurors to determine their personal views.

The questionnaire would allow potential jurors to answer questions, including any about mental health problems in their family and their views on the insanity defense "in the peace and quiet of their home," Wharton said.

164A-ME-46828-
111

SEARCHED	INDEXED
SERIALIZED	FILED
FBI - MEMPHIS	
b6 b7c	
FBI DOJ	

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.) B-2

THE COMMERCIAL APPEAL

Memphis, Tennessee

Date: 7/21/94

Edition.

Title:

Character.

or

Classification:

164A-ME-46828

Submitting Office:

Indexing:

Calloway wants indictment dismissed, cites publicity

By Chris Conley
The Commercial Appeal

An attorney for Auburn Calloway, the man accused of attacking three FedEx crew members and attempting an in-air hijacking, filed a motion Wednesday to dismiss a grand jury's indictment against Calloway. He argued the indictment was unduly influenced by publicity.

A C Wharton also filed motions in federal court seeking to review grand jury records to determine whether jurors were cautioned to disregard publicity. Wharton particularly mentioned news stories based on tapes obtained from the Federal Aviation Administration under the Freedom of Information Act.

The tapes released April 19 provided a minute-by-minute account of the midair struggle aboard Federal Express Flight 705 on April 7.

Calloway, a FedEx flight engineer who was a jumpseat passenger, is accused of attacking the three crew members with a claw hammer and threatening one of them with a spear gun minutes after takeoff. The three crew members and Calloway were all seriously injured.

Calloway was indicted by a federal grand jury May 17 on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life in prison if convicted. His attorneys have said in court papers that Calloway may use an insanity defense.

Wharton is also attempting to exclude from trial evidence taken from trial evidence taken from Calloway's apartment in a search by the FBI. Certain items seized, Wharton said, were not specified in the FBI's application for a search warrant and were not the result of inadvertent discoveries.

Among the items he seeks to

suppress are Calloway's last will and testament, a handwritten note about dive knives, bank receipts, a newspaper article, and other notes and documents.

FBI agents confiscated those items, along with a handwritten note with the names of the three crew members.

A suicide note was also discovered on the airplane, the FBI said. That note has been placed under seal by a federal judge.

Calloway has been undergoing psychological testing at the federal facility at Springfield, Mo. A status hearing in the case is set for Friday.

In a fourth motion Wednesday, Wharton asked that attorneys be allowed to question potential jurors themselves during jury selection to determine their exposure to media coverage.

Asst. U.S. Atty. John Fowlkes, who is prosecuting the case, declined comment on the motions.

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164A-ME-46828

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 2 1994	
FBI - MEMPHIS	

112

Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P) Date 8/1/94

From : SA [redacted]

Subject: [redacted]
CRIME ABOARD AN AIRCRAFT-
ASSAULT ON A FLIGHT CREW;
OO: MEMPHIS

b6
b7C

On 7/28/94, writer attended a meeting at FEDERAL EXPRESS' (FE) Legal Division offices located at 1980 Nonconnah Parkway, Memphis Tennessee. Also in attendance were [redacted] Assistant United States Attorney (AUSA). Western District of Tennessee, and [redacted] Litigation division.

The purpose of this meeting was for AUSA [redacted] to meet with the following potential witnesses who are employed at [redacted]

b6
b7C

Subsequent to this meeting, the attached information was provided [redacted] regarding [redacted]

b6
b7C

164A-ME-46828-113

AUTOMATED SEARCHED _____
MANUAL SEARCHED _____
SERIALIZED _____
INDEXED _____ FILED _____

[redacted]
Memphis
[redacted]

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b7C



VIA FEDEX LETTER

July 28, 1994

Legal Department
2005 Corporate Avenue
Memphis, TN 38132
901 395-3382
U.S. Mail: Box 727
Memphis, TN 38194-1842
FAX 901-395-3456

Federal Bureau of Investigation
Clifford Davis Building
167 North Main Street, Suite 841
Memphis, Tennessee 38103

RE: Federal Express Corporation [redacted]
FedEx Matter No. 60-2796

Dear [redacted]

Enclosed is the information which you requested [redacted] concerning [redacted]

[redacted] Please contact me if I can be of further assistance.

Sincerely,

[redacted]

Litigation
PHONE: [redacted]

MTM/mtm

LLMEMI 11091.1 07/28/94 02,28 PM

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b7C

b6
b7C

(Mount Clipping in Space Below)

Calloway bills pilots union for his legal fees

By **Dave Hirschman**
The Commercial Appeal

A lawyer for Auburn Calloway, a former Federal Express pilot charged with attempted air piracy in an April 7 attack of a DC10 flight crew, has billed the Air Line Pilots Association for more than \$5,000 in legal fees.

ALPA officials said Monday they had received a written invoice from lawyer Eric L. Martin of Atlanta, but refused to pay it or provide legal help for Calloway. FedEx fired Calloway on June 23, citing the April 7 attack.

But Martin, an attorney for Calloway, said the former FedEx flight engineer will contest the dismissal and said the pilot union must pay his legal fees. ALPA disagreed.

"No labor union has an obligation to assist in a grievance that it believes lacks merit," said Jim Wilson, a lawyer for FedEx ALPA members. "We sent a letter saying we have no intention of paying this bill."

Calloway, 42, is being held without bail. His trial is scheduled to begin Sept. 19. If convicted, he faces a maximum sentence of 20 years to life in prison.

Two of the plane's three crew-members were critically injured when Calloway allegedly struck them with a claw hammer a few minutes after the fully loaded jet took off from Memphis. Calloway, who boarded the plane as a passenger, suffered a fractured skull during the 30-minute mid-air struggle.

The 500,000-pound aircraft landed safely in Memphis.

Capt. David Sanders, co-pilot Jim Tucker and engineer Andy Peterson were awarded ALPA's gold medal for heroism for thwarting the takeover and landing the aircraft safely. The gold medal is the highest honor commercial airline pilots can give each other.

Calloway had been scheduled to attend a disciplinary hearing the day after the attack, but the meeting never took place. Then he was fired 2½ months later.

"Mr. Calloway believes that ALPA has abandoned him in his employment dispute with the company," Martin wrote in a letter dated July 25.

"ALPA has not offered any support, counsel or representation.... As a result, he found it necessary to obtain his own legal representation and now petitions for reimbursement of fees and expenses related thereto."

Please see **UNION**, Page A5

From Page A1

Union

Martin billed ALPA for 36.7 hours work on Calloway's case at \$140 an hour plus expenses. The grand total was \$5,212.98.

In another development, a federal magistrate tentatively set Aug. 16 for a hearing on whether some of the evidence taken from Calloway's apartment should be kept out of his trial on the air piracy charges.

(Indicate page, name of A-1, A-5 newspaper, city and state)

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date 8/2/94

Edition:

Title

Character:

or

Classification: 164A-ME-46828
Submitting Office:

Indexing:

Attorney A C Wharton filed motions last month to suppress several items recovered by the FBI in a search of Calloway's apartment: Calloway's last will and testament, a handwritten note about dive knives, bank receipts, a newspaper article and other notes and documents.

Some items, Wharton says, were not covered specifically by a search warrant for the apartment. The FBI also found what has been characterized as a suicide note inside the airplane.

Wharton said Calloway most likely would use the defense of insanity. Tests on his mental state at the time of the attack and his competency to stand trial are being conducted at the federal facility in Springfield, Mo.

Staff reporter Chris Conley contributed to this story.

164A-ME-46828-
114

b6
b7C

64A-ME-46828

b6
b7C

On 7/29/94, [REDACTED]

[REDACTED] Rhode Island Office, was
contacted telephonically and advised that [REDACTED]
[REDACTED] was issued a [REDACTED]

64A-ME-46828-
115

SEARCHED	[REDACTED]	INDEXED	[REDACTED]
SERIALIZED	[REDACTED]	FILED	[REDACTED]
AUG 10 1994			
FBI - MEMP			

b6
b7C

III

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 8/10/94

FM FBI MEMPHIS (164A-ME-46828) (P)

TO FBI ST LOUIS/PRIORITY/

BT

UNCLAS E F T O

CITE: //3440//

SUBJECT: [REDACTED] CRIME ABOARD AIRCRAFT-ASSAULT

ON FLIGHT CREW; OO: MEMPHIS.

RE TELCALL ON AUGUST 10, 1994, BETWEEN SA [REDACTED]

b6
b7C

[REDACTED] (MEMPHIS) AND [REDACTED] (ST. LOUIS).

CAPTIONED SUBJECT IS CHARGED WITH AIR PIRACY, AND IS
 SCHEDULED FOR TRIAL ON SEPTEMBER 19, 1994. SUBJECT'S DEFENSE
 TEAM HAS INDICATED THAT [REDACTED]

ASSISTANT UNITED STATES ATTORNEY (AUSA) [REDACTED] WHO

b6
b7C

IS PROSECUTING THE MATTER, HAS REQUESTED TO REVIEW SUBJECT'S
 [REDACTED] TO DETERMINE ITS VALUE FOR TRIAL. ALSO,

DOCTORS EVALUATING SUBJECT'S MENTAL CONDITION AT THE FEDERAL

[REDACTED]

AUTOMATED SEARCHED

164A-ME-46828-116

b6
b7C

MANUAL SEA

SERIALIZED

INDEXED

[REDACTED]

[REDACTED]

FILED

Original filename: 164001W.222

Approved: [REDACTED]

Time Received:

4:55

Telprep filename:

16400150.222

MRI/JULIAN DATE:

1808/722

ISBN: 001

FOX DATE & TIME OF ACCEPTANCE:

2350-2 8/10/94 aai

^PAGE 2 DE ME (164A-ME-46828) UNCLAS E F T O

FACILITY IN SPRINGFIELD HAVE INDICATED A NEED TO REVIEW HIS

[REDACTED] TO ASSIST IN THEIR EVALUATION.

b6
b7C

ST. LOUIS DIVISION AT MILITARY RECORDS CENTER, OVERLAND,
MISSOURI: LOCATE [REDACTED]

MALE, DATE OF BIRTH [REDACTED]

b6
b7C

UNDER SSAN [REDACTED] AND PROVIDE MEMPHIS DIVISION ALL
RELEVANT BACKGROUND INFORMATION FROM PERSONNEL AND MEDICAL
FILES.

BT

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/10/94

[redacted] BEE MINI STORAGE (BEE), 5750 Mt. Moriah Rd, Memphis Tennessee, telephone number [redacted] was contacted at his place of employment. After being advised of the identity of the interviewing agents, [redacted] provided the following information:

[redacted]

b6
b7cb6
b7cInvestigation on 8/9/94 at MEMPHIS, TENNESSEE File # FBI64A-ME-46828 - 117b6
b7cDate dictated 8/10/94

164A-Me-46828-117

SEARCHED	
SERIALIZED	
Aug 1	
FBI - MEMPHIS	

b6
b7c

164A-ME-46828

[redacted]
[redacted] The following investigation was conducted by SA [redacted]
[redacted] at Memphis, Tennessee on the following dates:

b6
b7C

b6
b7C

164A-ME-46828-118

164A-ME-46828

[redacted]

b6
b7C

The following investigation was conducted by SA [redacted]
[redacted] at Memphis, Tennessee on the following dates:

[redacted]

164A-ME-46828-118

[redacted]

SEARCHED [redacted]
SERIALIZED [redacted]

AUG 11 1991 [redacted]

FBI - MEM [redacted]

[redacted]

b6
b7C

Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P)
(ATTN: [redacted])

Date 8/19/94

From :

SA [redacted]

SQUAD 8

Subject:

CRIME ABOARD AN AIRCRAFT-
ASSAULT ON A FLIGHT CREW;
OO: MEMPHIS

Investigation has determined that captioned subject's
telephone [redacted] is subscribed to under the name of
[redacted]

LEADS

MEMPHIS DIVISION AT MEMPHIS:

Will serve attached subpoena.

b6
b7C

b6
b7C

164A-ME-46828-119

AUTOMATED SEARCHED _____

MANUAL SEARCHED _____

SERIALIZED [redacted]

INDEXED [redacted] FILE [redacted]

(2) - Memphis
[redacted]
(4)

b6
b7C

Lead assigned [redacted]
[redacted]
8/19/94.

PROOF OF SERVICE		
RECEIVED BY SERVER	DATE	PLACE
SERVED	DATE	PLACE
SERVED ON (PRINT NAME)		FEES AND MILEAGE TENDERED TO WITNESS <input type="checkbox"/> YES <input type="checkbox"/> NO AMOUNT \$ _____
SERVED BY (PRINT NAME)		TITLE
DECLARATION OF SERVER		
I declare under penalty of perjury under the laws of the United States of America that the foregoing information contained in the Proof of Service is true and correct.		
Executed on _____		Date _____ <i>Signature of Server</i> <i>Address of Server</i>
ADDITIONAL INFORMATION		

FBI

TRANSMIT VIA:

Teletype
 Facsimile
 AIRTEL

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 UNCLAS E F T O
 UNCLAS

Date 8/19/94

TO : SAC, TAMPA
 FROM : SAC, MEMPHIS (164A-ME-46828) (P)
 SUBJECT :
 CRIME ABOARD AN AIRCRAFT-
 ASSAULT ON FLIGHT CREW;
 OO:MEMPHIS

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Enclosed for Tampa is an original and one copy of a Federal Trial Subpoena (Western District of Tennessee) for the appearance

b6
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Enclosed for New York is an original and one copy of a Federal Trial Subpoena (Western District of Tennessee) for the appearance

For information of receiving offices, on 4/7/94, captioned subject attacked the flight crew of FEDEX Flight 705 while enroute to San Jose, California. The primary weapons used in the assault, which resulted in critical injuries to the crew, were two claw hammers and two small sledge hammers.

On 5/17/94, was indicted for Attempted Air Piracy. Trial is currently set for 9/19/94. Investigation to date by Memphis, has determined that was attempting to commit suicide by crashing the plane, and leave the proceeds from several large life insurance policies for his children.

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164A-ME-46828-120

2 - Tampa (Encs. 2)
 2 - New York (Encs. 2)
 Memphis

AUTOMATED SEARCHED MANUAL SEARCHED SERIALIZED INDEXED b6
b7C

Approved: _____ Transmitted _____ Per _____
 (Number) (Time)

LEADS

TAMPA

AT TAMPA, FLORIDA: Will serve enclosed subpoena on

b6
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NEW YORK

AT NEW YORK CITY: Will serve enclosed subpoena on

b6
b7c

FEDERAL BUREAU OF INVESTIGATION

Date of transcription

8/23/94

[redacted] male black, date of birth: [redacted]
[redacted] social security account number: [redacted] was contacted
at his place of employment, FEDERAL EXPRESS CORPORATION (FEDEX),
Memphis, Tennessee. After being advised of the identity of the
interviewing agent, and the nature of the interview, [redacted]
voluntarily provided the following information:

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b7C

[redacted] is employed by FEDEX [redacted]

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[redacted] on a
FEDEX shuttle bus near the end of March, and talked with him in
the FEDEX pilot lounge for 10-15 minutes on April 6, 1994 at
approximately 3:00 p.m., while they both watched a video.

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b7CInvestigation on 8/23/94 at MEMPHIS, TENNESSEE File # 4A-ME-46828-121

Date dictated

8/23/94b6
b7C

164A - Me-46828-121

SAF T-0
SERIAL



REG. NO. 11



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164A-ME-46828

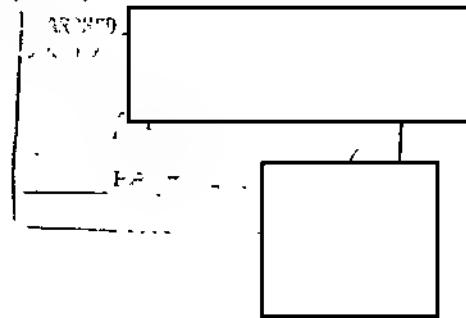
b6
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[redacted]
On 8/24/94, the following investigation was conducted
[redacted]

A review of the personal items [redacted]
located in the Evidence Control Room (ECR) of the Memphis FBI
office [redacted]
[redacted]

164A-ME-46828-122

164A-Me-46828-122



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164A-ME-46828

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[redacted]
On 8/24/94, the following investigation was conducted

[redacted]
A review of the personal items [redacted]
located in the Evidence Control Room (ECR) of the Memphis FBI
office [redacted]

[redacted]

164A-ME-46828

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[redacted]
On 8/23/94, the following investigation was conducted
[redacted] in Memphis, Tennessee:

[redacted]
[redacted] was telephonically contacted at her place of
employment.

[redacted] advised that a Federal Trial Subpoena for any
of their records pertaining [redacted] could be directed
to her or the Custodian of Records at the above location.

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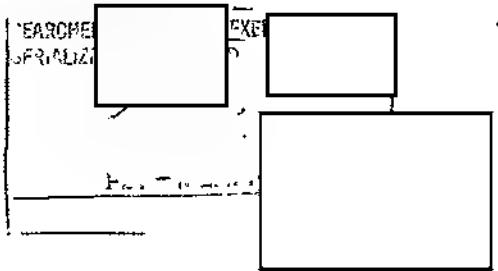
[redacted] further advised that she could not verify even if any
records exist of if [redacted] ever used PEOPLE HELP'S services.

[redacted] did not think that any information that she or her
company might have would be of any use in a court of law and
would not disclose information willingly due to doctor/patient
confidentiality.

164A ME-46828-
123

164A-Me-46828-

127



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164A-ME-46828

[redacted]
b6
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On 8/23/94, the following investigation was conducted
[redacted] in Memphis, Tennessee:

[redacted]
[redacted] was telephonically contacted at her place of
employment.

[redacted] advised that a Federal Trial Subpoena for any
of their records pertaining [redacted] could be directed
to her or the Custodian of Records at the above location.

[redacted]
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b7C

[redacted] further advised that she could not verify even if any
records exist of if [redacted] ever used PEOPLE HELP'S services.

[redacted] did not think that any information that she or her
company might have would be of any use in a court of law and
would not disclose information willingly due to doctor/patient
confidentiality.

(Mount Clipping in Space Below)

Indicate page name of B-2
newspaper city and state;THE COMMERCIAL APPEAL
Memphis, TennesseeDate 8/25/94
Edition

Title

Calloway can't review records

Attorneys for Auburn Calloway will not be allowed to review the records of the grand jury that indicted him, a federal judge has ruled.



**Auburn
Calloway**

Calloway was indicted in May on a charge of attacking three Federal Express flight crew members in an attempted airplane hijacking.

U.S. Dist
Judge Julia
Gibbons Tues-
day denied a

request to disclose the proceedings Calloway's attorneys made the request, questioning whether publicity influenced grand jurors or whether some jurors were employed by Federal Express.

Gibbons concluded that release of the traditionally secret grand jury proceedings on the basis of unsupported allegations "would lead to countless similar motions in all cases in which the defendant was an employee of a large corporation or in which publicity was involved."

Calloway, a FedEx flight engineer who was riding as a jump-seat passenger, allegedly attacked the crew with a claw hammer and threatened one of them with a spear gun minutes after the jet took off April 7.

—Staff

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing

164A-ME-46828-12

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- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/24/94

On August 24, 1994, [redacted] was telephonically contacted by writer at his place of employment, [redacted]

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[redacted] advised that he has been [redacted] since 1982.

[redacted] advised that FTBC routinely tapes telephonic orders to buy and sell stocks. Pursuant to a Federal trial subpoena, [redacted]

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Investigation on 8/24/94 at Memphis, Tennessee File # 164A-ME-46828 -126

by [redacted]

Date dictated 8/24/94b6
b7C

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

164A-Me-46828-184

164A-Me-46828-184	b6 b7c
164 29 1994	
164 29 1994	

FBI

X

TRANSMIT VIA:

- Teletype
- Facsimile
- AIRTEL

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- UNCLAS E F T O
- UNCLAS

Date 8/31/94

TO : SAC, MEMPHIS (164A-ME-46828)
 FROM : SAC, TAMPA (164A-ME-46828) (RUC)
 SUBJECT : [REDACTED]
 CRIME ABOARD AN AIRCRAFT-
 ASSAULT ON FLIGHT CREW;
 OO: MEMPHIS

Reference ME airtel to TPA dated 8/19/94.

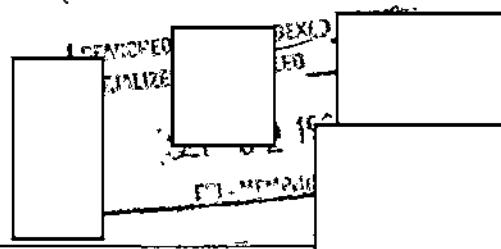
Enclosed for Memphis is a copy of an executed
 Federal Trial Subpoena that was served [REDACTED]

Since no further leads are outstanding in the Tampa
 Division, this matter is being considered RUC.

② - Memphis (Encs. 1 [REDACTED]
 1 - Tampa [REDACTED]

(3)

164A ME-46828-
 127



Approved: _____ Transmitted _____ Per _____
 (Number) (Time)

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 b7C

b6
 b7C

(Mount Clipping in Space Below)

Indicate page name of B-2
newspaper city and stateTHE COMMERCIAL APPEAL
Memphis, TennesseeDate 9/2/94
Edition

Title

Character
or
Classification
Submitting Office

164A-ME-46828

Indexing

More time given to test Calloway

Federal prison doctors will have additional time to perform psychological testing on Auburn Calloway

Officials at the federal medical facility in Springfield, Mo., received permission to extend the testing period by 30 days, according to an order granted Thursday by U.S. Dist. Judge Julia Gibbons

Calloway is accused of attacking three Auburn crew members Calloway of Flight 705 with a claw hammer and threatening one with a spear gun minutes after the jet took off April 7. The three crew members and Calloway were seriously injured in the struggle that followed. Calloway, a pilot, was riding as a jumpseat passenger on the trip.

Calloway was indicted by a federal grand jury May 17 on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life in prison, if convicted. Calloway's attorneys have said he likely will use the insanity defense.

Chris Conley

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44-215-46828-

(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.)

B- 2

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date: 9/8/94

Edition:

Title:

Character:

or

Classification:
Submitting Office

164A-ME-46828

Indexing:

Auburn Calloway hearing delayed

A hearing in the case of Auburn Calloway was postponed Wednesday until reports of his psychological testing are available.



Calloway is accused of attacking three crew members of FedEx Flight 705 with a claw hammer and threatening one of them with a spear gun minutes after the jet took off April 7.

Auburn Calloway

The three crew members and Calloway were all seriously injured in the struggle that followed. Calloway, a FedEx flight engineer at the time, was riding as a jumpseat passenger on the trip.

Calloway's attorneys are try-

ing to keep some material taken from Calloway's apartment by FBI agents with a search warrant from being introduced in his trial.

Calloway was indicted by a federal grand jury May 17 on attempted air piracy and with interfering with a flight crew charges. He could face 20 years to life in prison if convicted.

Calloway's attorneys have said he would likely use the defense of insanity. Tests on his mental state have been completed, attorneys in the case said, but the reports have not been finished.

—Chris Conley

164A-ME-46828-
137

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(Mount Clipping in Space Below)

(Indicate page, name of newspaper, city and state.) B-2

THE COMMERCIAL APPEAL
Memphis, Tennessee

Date: 9/10/94

Edition:

Title:

Character:

or

Classification: 164A-ME-46828
Submitting Office:

Indexing:

Auburn Calloway trial rescheduled

The trial date for Auburn Calloway was reset Friday to Oct. 31 while attorneys await the results of his psychological tests.

Calloway is accused of attacking three crew members of FedEx Flight 705 with a claw hammer and threatening one of them with a spear gun minutes after the jet took off April 7. Calloway, a FedEx employee at the time, was riding as a jump-seat passenger.

Psychological tests done at the

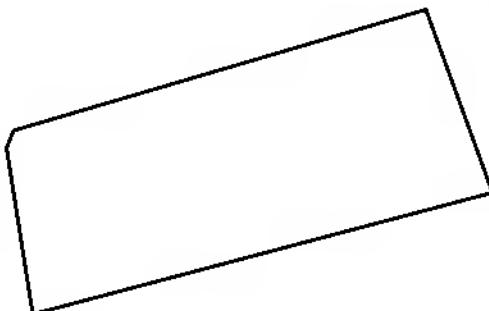
federal medical facility at Springfield, Mo., have been completed, but the results have not been returned, attorneys in the case said.

The three crew members and Calloway were all seriously injured in the struggle that followed.

Calloway was indicted by a federal grand jury May 17 on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life in prison if convicted.

—Chris Conley

164A-ME-46828-130

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Memorandum



To : SAC, Memphis (164A-ME-46828)(P) Date 12/1/94

From : SA [redacted]

Subject: [redacted]

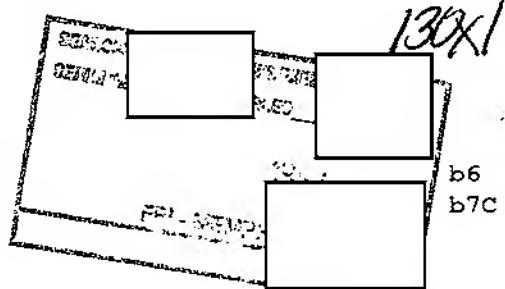
CRIME ABORD AIRCRAFT -
ASSAULT on flight crew;
OO: MEMPHIS

Submission of documents to Bulky Room
delays due to Agent's review of documents. ~~the~~ documents
MAINTAINED prior to submission at Agent's desk.

Re 1CH 12/12.

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164-A ME-46828 -



Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 11/28/94

From :

Subject:

CRIME ABOARD AN AIRCRAFT -
ASSAULT ON FLIGHT CREW
(OO: MEMPHIS)

b6
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1. Date case file opened: 4/7/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

164A-ME-46828-
SEARCHED INDEXED
SERIALIZED FILED
DEC 30 1994
FBI - MEMPHIS

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